

APPENDIX E



Appendix E.1 FEDERAL, STATE AND LOCAL GOVERNMENTS LETTERS



APPENDIX E.1 FEDERAL, STATE AND LOCAL GOVERNMENTS LETTERS

Agency	Date of Response
USDA, NRCS	February 20, 2002
USACE, Louisville District	February 22, 2002
US Department of Defense, Office of Special Assistant for Transportation Engineering	February 21, 2002
USDOI, Office of the Secretary	May 3, 2002
US Coast Guard, Eighth Coast Guard District	May 9, 2002
ob coust Guard, Eightii Coust Guard District	April 11, 2002
	February 12, 2002
USEPA, Region 4	March 20, 2002
Kentucky Department of Fish and Wildlife Resources	December 7, 2001
Kentucky NREPC, Department for Environmental	February 12, 2002
Protection	December 5, 2001
	February 12, 2002
Kentucky SNPC	December 7, 2001
Historic Landmarks Foundation of Indiana, Southern Regional Office	February 25, 2002
IDNR, DHPA	February 25, 2002
Indiana Port Commission	February 6, 2001
	February 6, 2001
	August 30, 2001
Jim Wayne, Kentucky State Representative,	February 25, 2002
35 th Legislative District	•
Kentucky General Assembly	February 25, 2002
Paul Bather, Kentucky State Representative, 43 rd Legislative District	February 25, 2002
James Bottorff, Indiana State Representative,	January 25, 2002
House District 71	3
Terry Goodin, Indiana State Representative, House District 66	February 21, 2002
William Cochran, Indiana State Representative,	February 4, 2002
House District 72	
James Lewis, Indiana State Senate, Senate District 45	August 23, 2001
Air Pollution Control District, Jefferson County,	February 20, 2002
Kentucky	
City of Green Spring	January 29, 2002
Harrods Creek Fire Protection District	February 7, 2002
City of Indian Hills	February 20, 2002
Jefferson County Public Works	February 25, 2002
	December 14, 2001

Environmental Impact Statement/Freliminary Design

	February 20, 2002
Jefferson County Public Schools	February 21, 2002
Darryl Owens, Commissioner, Jefferson County	February 7, 2002
Fiscal Court, District "C"	February 25, 2002
David Armstrong, Mayor, City of Louisville	February 25, 2002
City of Northfield	February 20, 2002
Office of the County Judge Executive	November 5, 2001
City of Prospect	November 20, 2001
J. Barry Barker, Executive Director, TARC	January 14, 2002
Board of Commissioners of Clark County, Indiana	January 31, 2002
Clark County Emergency Management	No Date
Town of Clarksville, Indiana	August 23, 2001
	August 28, 2001
	August 29, 2001
INAAP Reuse Authority	October 15, 2001
Jeffersonville Housing Authority	August 28, 2001
Thomas Galligan, Mayor, City of Jeffersonville	February 4, 2002
City of Jeffersonville, Engineering Department	February 6, 2002
Les Merkley, Jeffersonville City Council, District 1	February 4, 2002
Ronald Ellis, Jeffersonville City Council, District 11	February 5, 2002
Monroe Township Volunteer Fire Department	February 5, 2002
New Albany City Plan Commission	February 19, 2002
Regina Overton, Mayor, City of New Albany	January 14, 2002
	January 16, 2002
Regional Youth Services, Inc.	February 5, 2002
William Graham, Mayor, City of Scottsburg	September 4, 2001
John Burkhart, Mayor, City of Seymour	No Date

United States Department of Agriculture



771 Corporate Drive Suite 110 Lexington, KY 40503-5479

February 20, 2001

151

Jose Sepulveda Division Administrator U.S. Department of Transportation 330 West Broadway Frankfort, KY 40601

Dear Mr. Sepulveda:

We have reviewed the submitted Draft Environmental Impact Statement for the proposed Louisville-Southern Indiana Ohio River Bridges Project (NRCS Environmental Document Number 2548). Noting that the Farmland Conversion Impact Rating forms are included in the document, we have no specific comments at this time concerning the project.

NR

Contact Jacob Kuhn, 859-224-7371 if you have questions about this review.

Sincerely,

DAVID G. SAWYER State Conservationist

cc: Diane E. Gelburd, Director, Ecological Sciences Division, Washington, D.C.

RECEIVED
FEB 2 5 2002
TO
HOA
ADA
HFA
CC: John Carr – KYTC
Cc. John Carr – CIS



DEPARTMENT OF THE ARMY

U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF EMBINEERS
P.O. BOX 59
LOUISVILLE, KENTUCKY 40201-0059
FAX: (502) 315-6677
http://www.lrl.usace.army.mil/

February 22, 2002

Operations Division Regulatory Branch (South) ID No. 200200242-lad

RECEIVED FEB 2 2 2002		
TO		
HDA		
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HPE	cc: Joh Charles	n Carr – KYTC Raymer – CTS

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Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 West Broadway Frankfort, Kentucky 40601

Dear Mr.Ballantyne:

This is in regard to the Draft Environmental Impact Statement for the Louisville-Southern Indiana Ohio River Bridges project in Jefferson County Kentucky and Clark County, Indiana.

Based on our review of this document we have no specific comments about any of the alternatives. Once the preferred alternative has been identified we will be able to comment more specifically on impacts associated with that alternative. In general, however, we would like to note that regardless of the alternative chosen that all wetlands that would be impacted by the project would need to be delineated in accordance with the Corps of Engineers 1987 Wetland Delineation Manual. Additionally, we would likely want to go out in the field with you and your consultants and review these areas as well as other "waters of the United States," which would be impacted by the proposal. In accordance with Section 404 of the Clean Water Act the Corps would regulate any diversion channels, dikes, construction roads and temporary bridges which would be necessary for the construction of the preferred alternative. Hence, information regarding these impacts would need to be identified as well. Lastly, mitigation will need to be considered for impacts to all "waters of the United States."

Regardless of the chosen alternative, it appears that in all likelihood, some wetland areas would be impacted. These waters are classified as special aquatic sites. This is found in the Federal Register 40 CFR 230.10. Any project requiring authorization under Section 404 of the Clean Water Act <u>must</u> comply with the Section 404 (b) (1) guidelines outlined in 40 CFR 230.10 before a Department of the Army permit can be issued. The wide range of alternatives being considered, including the no-action alternative will assist us in determining compliance with the above-mentioned guidelines.

If you have any questions concerning this matter, please contact this office at the above address, ATTN: CELRL-OP-FS or call me (502) 315-6692. Any correspondence on this matter should refer to our ID Number 200200242-lad.

Sincerely,

Lee Anne Devine Project Manager Regulatory Branch

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From:

BaustA@tea-emh1.army.mil John <FHWA> Ballantyne

To: Date:

2/21/02 10:23AM

John Daniertyne - Fra. 2000. No 200300 - 10pg 10quebros

Subject:

RE: Louisville Bridges - reply requested

11

John

We did a cursory review of your study and offer the following comments.

Any improvements to the Interstate System for capacity or system redundancy purposes will benefit the <u>Department of Defense's (DOD's)</u> military deployments from a macro-level standpoint. In particular, the new East End Interstate highway bridge over the Ohio River at Louisville, KY will be beneficial in the event that the military must deploy by highway from Fort Carson, CO and Fort Riley, KS to the Port of Hampton Roads, VA. This would enable the military to bypass any recurrent or non-recurrent congestion in downtown Louisville interchange areas.

This project currently has no direct impact on any military installations. The closest DOD facility to this project was the former Indiana Army Ammunition Plant. As you know, INAAP has been deactivated and no longer important to DOD. The project will affect the Strategic Highway Network (STRAHNET), which is the minimum highway system that has been designated as important to National Defense. By definition, all Interstate highways are included in STRAHNET. Therefore, any additions to the Interstate would be additions to the STRAHNET. Please keep us informed regarding which bridge(s) are approved, funded and start dates.

We appreciate the opportunity to comment on the DEIS.

Thank you, Raz Baust

Ms. Araceli (Raz) B. Baust, P.E. Office of the Special Assistant for Transportation Engineering MTMCTEA 720 Thimble Shoals Blvd, Suite 130 Newport News, VA 23606-4537 (757) 599-1117 Fax: (757) 599-1560 E-mail: bausta@tea-emh1.army.mil Agency Web site: www.tea.army.mil

FEB 2 1 2002

TO
HDA
ADA
HFA
HPD
HPE
CC: John Carr – KYTC
HTS
Charles Raymer – CTS

B.29



United States Department of the Interior



OFFICE OF THE SECRETARY Washington, D.C. 20240

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Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 West Broadway Frankfort, Kentucky 40601-1922

Dear Mr. Ballantyne:

This responds to a request for the Department of the Interior's (Department) comments on the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the Proposed Louisville-Southern Indiana Ohio River Bridges in Jefferson County, Kentucky, and Clark County, Indiana.

The Department recommends continued cooperation and coordination with the Advisory Council on Historic Preservation and State Historic Preservation Officer for a Memorandum of Agreement, which should include avoidance strategies.

General Comments

The DEIS needs to consider the potential effects that the project may have on the eight National Historic Landmarks in the Louisville area: two ships, Belle of Louisville and Andrew Broaddus, Louisville Pumping Station, Zachary Taylor Home, Old Bank of Louisville, Locust Grove, Churchill Downs, and the U.S. Marine Hospital.

Affected Environment (including Appendix)

The identification and discussion of wetlands and water bodies were generally adequate. The DEIS provided an extensive plant survey species list. Species lists are also provided for major vertebrate orders and for aquatic communities of fish and invertebrates. Fish surveys were conducted in some streams for this study, while archival data was used to describe the fish communities of the Ohio River and other streams. Since survey methods were not included, we could not determine how comprehensive the aquatic surveys were. The terrestrial vertebrate species lists were probably not comprehensive (bird lists for some areas contained only four species), but the DEIS provides significant survey information for bats and plants, and at least limited information on all other wildlife resources. The U.S. Fish and Wildlife Service's (FWS) Bloomington, Indiana, Field Office conducted an electrofishing survey at eight stations on Lancassange Creek in 1982 to 1983. Its species list contains many species that were not found on the species list in the DEIS, including smallmouth bass. The Department recommends that all the survey information be compiled into one document and provided as an attachment to the EIS. Karst resources are mentioned several times in the DEIS. Project development should include a survey and protective measures for karst features in the project area, in accordance with the FWS's Memorandum of Understanding with the Indiana Department of Transportation.

Environmental Consequences (including appendices)

The DEIS provides a table of estimated acreage impacts to several habitat types for each Alternative. Discussion in the Summary Section and in Section 5, and Table 3.6-7, compare impacts by "acres of wildlife habitat impacted." According to Table 5.7-2 on page 5-112, these acreage figures include categories of developed areas and upland fields, which are generally less important for biodiversity than are other habitat categories. Looking only at the acreage impacts for riparian forest, upland forest, wetlands, and streams, impacts from the Far East alternatives range from about 60 acres to over 120 acres. with Alternatives A2 and A16, having the greatest impacts and A9 and B1 the least impacts. However, the nature of these impacts must also be addressed to accurately analyze the long-term effect on these resources. All of the downtown alternatives have relatively negligible impacts except for the general impacts associated with a new river crossing.

The DEIS also provides a good analysis of wetland and stream impacts in several tables presented in the appendices, but some significant impacts that are apparent from reviewing the appendices are not discussed in the body of the DEIS. For example, the main text describes general construction impacts on streams (pages 5-117/118 and 5-134) and provides a table of the number of stream impacts associated with each alternative, whereas Table IV in Appendix B-3 identifies the type and length of impacts for each crossing on each alternative. Table IV is much more detailed and quantitative in its impact analysis, indicating channel straightening and bank realignment for several crossings, with impact lengths that range from 74 meters to 504 meters (the latter for Alternative A13/Lentzier Creek). Additionally, Appendix A.1 provides a visual depiction of impacts with route alternatives superimposed upon aerial photos. From these figures and photographs, it is apparent that the various Far East interchanges with Salem Road in Indiana, are very different in terms of their impacts on Lentzier Creek and its forested tributaries. The Alternative B1 interchange with Utica Pike in Indiana, is located directly over the Lancassange Creek channel and forested floodplain, resulting in significant impacts. The latter situation is alluded to briefly on page 5-128, but these major impact differences should be addressed in the main text of the DEIS.

Finally, the DEIS provides a lengthy table of potential, indirect effects, induced development and cumulative effects. We support this approach of attempting to quantify (or at lest qualify) cumulative impacts, although we have some comments on specific items in the table.

Mitigation

The Department recommends that mitigation options include enhancement of the Ohio River aquatic habitat, such as acquiring the large gravel pit adjacent to the river at the location of Alternative A-9, on the Indiana shoreline, which could be connected to the river to function as backwater habitat.

Specific Comments

Page 4-73, Table 4.7-1 - This table provides site-specific information about the location of gray bat maternity caves. When we provided this information to the environmental consultant, we stipulated that it should be used for survey purposes only; the information should be exempt from written reports. The Department strongly recommends that it be modified to avoid reference to a specific location.

K.11

Page 5-110 - This page provides a list of wildlife that would use karst features. The list includes several species that use caves during all or part of their life cycle; however, it also includes the loggerhead shrike and peregrine falcon, which are not generally associated with caves.

K.3

Page 5-114 - Discussions presented here refer to maximum foraging distance limits for Indiana bats and K.12gray bats. These figures are typical for the two species, but they are not maximums. Foraging distance depends upon habitat quality and extent of fragmentation. Page 5-115 - Discussions in part (f) state that mussel communities appear to be absent in this reach of the K 13 Ohio River. However, there is no reference to the mussel surveys that were conducted to reach this conclusion. K 14 Page 5-116 - The discussion of Biological Assessments uses the term "adverse effect" in reference to Section 7 clearance under the Endangered Species Act. The correct wording is "may affect." Page 5-128 - The discussion Alignment B-1 states that it would be cost prohibitive to span the Lancassange Creek floodplain. However, this conclusion is not supported. We assume it is meant to justify the extensive impacts that would occur from placing an interchange in the floodplain (see General Comments). This discussion is inadequate and should be expanded. Page 5-129 - The discussion of wetlands indicates that wetland mitigation plans would be incorporated for wetland impacts as part of the Final Environmental Impact Statement (FEIS). The FWS would like the opportunity to review these mitigation plans before they are included in the FEIS. We also recommend that the Wetland Compensatory Mitigation and Monitoring Plan Guidelines for Kentucky be used to develop the wetland mitigation plans. Page 5-134 - The discussion of the water body modifications indicate that the design of the selected alternative will be such that adverse impacts to water bodies will be negligible. Some alignments as shown in the DEIS would have significant impacts on streams, and all new crossings with high-volume traffic will have more negligible impacts. This statement should either be revised to indicate that the design will minimize impacts, or it should be eliminated. Table 5.10-2 - This table provides an estimate of indirect and cumulative impacts of each alignment. This table is good in concept and understandably does not provide acreage estimates for indirect impacts. However, the conclusions related to this information are somewhat arbitrary and the analysis is not as comprehensive as it could be. Statements like "greatest cumulative impacts occurred at early settlement" are of little value for this analysis. Potential development at the Indiana Army Ammunition Plant (INAAP) should be included as an indirect impact, since it may be accelerated by the Far East project alternatives. The INAAP has significant K.40wildlife resources, including the federally endangered gray bat (see Endangered Species comments below), and previous National Environmental Policy Act documents for the Ohio River Bridges Project identify INAAP as having extremely high development potential. The majority of the best natural resources at the INAAP have been or will be transferred by the Department of the Army to the Indiana Department of Natural Resources. However, there are still wooded areas and karst features that are subject to development. The cumulative impact estimates should include the proposed Ohio River Greenway in Clark and Floyd 1.4 Counties, Indiana, since this project will affect the floodplain forest of the Ohio River and its tributaries within a few miles of the Ohio River Bridges study area. The Federal endangered species categories of this table incorrectly include the peregrine falcon, which has been removed from the Federal list.

Appendix A-1 – This appendix provides aerial photographs with color-coded overlays of the various alignments. It would be helpful if the color codes were the same as those used in the main text.

Endangered Species

The proposed project is in the range of the federally endangered Indiana bat (Myotis sodalis), the gray bat (M. grisescens), and the federally threatened bald eagle (Haliaeetus leucocephalus). There are no known bald eagle nests within the Indiana, or Kentucky portions of the project, although eagles sometimes winter along undeveloped reaches of the Ohio River.

Indiana bats hibernate in caves, then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Young are raised in nursery colony roots in trees, typically near drainageways in undeveloped areas. There is suitable summer habitat for this species present throughout the area surrounding the project site. There are current records of Indiana bats in Clark County, Indiana, but not near the project site. The FWS's Bloomington, Indiana, Field Office conducted bat surveys at INAAP in 1997 and 1998, and found no Indiana bats. To our knowledge the rest of the project area had not been surveyed prior to the DEIS study. The bat surveys conducted for the Ohio River Bridges Project captured Indiana bats in Kentucky but not in Indiana.

Additional Section 7 coordination under the Endangered Species Act will be required once the preferred alignments have been chosen.

We appreciate the opportunity to review and comment on the DEIS and the Section 4(f) Evaluation. Should you have any question regarding our comments, please contact Timothy Merritt of the FWS's Cookeville Field Office at (931) 528-6481, extension 211, for issues in Kentucky; please contact Mike Litwin of the FWS's Bloomington Field Office at (812) 334-4261, extension 205, for issues in Indiana.

A Juller

Willie R. Taylor
Director, Office of Environmental

Policy and Compliance



Commander Eighth Coast Guard District 1222 Spruce Street St. Louis, MO 63103-2832 Staff Symbol: obr Phone: (314)539-3900x381 FAX: (314)539-3755

16591.1/604 OHR May 9, 2002

Mr. John Ballantyne
Federal Highway Administration-Kentucky Division
330 W. Broadway
Frankfort, KY 40601

Subj: PROPOPSED LOUISVILLE-SO. INDIANA BRIDGES PROJECT, MILES 604-595 OHIO RIVER

Dear Mr. Ballantyne:

This is concerning the Alignment C-1 addressed in the Draft Environmental Impact Statement dated November 2001. As you are aware Coast Guard determined that this alignment for a new bridge at Ohio River mile 603.1, just upstream of the JFK Bridge, was not acceptable. However, at your request we evaluated our position and with input from navigation determined C-1 would be acceptable provided the following requirements are met:

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- 1. The proposed bridge does not block approaching mariners' view of the JFK Bridge.
- The proposed bridge provides a 1,100- foot navigation span with piers set 200 feet outside of the JFK Bridge piers on either side of the channel.
- The computer model at the Center for Maritime Education (CME) of the Seaman's Institute, Paducah, Kentucky will be used to determine pier placement.

To satisfy our requirement with regard to the computer model, FHWA should contact Greg Menke of CME at 270-575-1005 to work out the details for creating the model.

If there are any questions about our requirements, please contact Mr. Dave Studt at (31)539-3900, extension 381.

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TO
HDA
ADA
HFA
HPD
HPF cc: John Carr - KYTC

Charles Raymer - CTS

Sincerely,

Bridge Administrator

By direction of the District Commander

TOTAL P.02

U.S. Department of Transportation United States Coast Guard

Commander (obr) Eighth Coast Guard District

1222 Spruce Street St. Louis, MO 63103-2832 Staff Symbol; obr Phone: (314)539-3900x381 FAX: (314)539-3755

16591.1/604 OHR April 11, 2002

> ADA HFA HPC

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APR 1 8 2002

Mr. Jere Hinkle Deputy Project Manager Community Transportation Solutions, Inc. Ten Thousand Building, Suite 110 Shelbyville Road Louisville, KY 40223

Subj: PROPOSED LOUISVILLE BRIDGES, MILE 604+/-, OHIO RIVER

Dear Mr. Hinkle:

This is a supplement to our letter of November 18, 1999, in which the Coast Guard determined pier placements and navigational clearances for six proposed bridge crossings. In our review of the recent DEIS dated November 2001 we found there were two other crossings at miles 596.8 and 603.1 which were not included in our letter. Channel pier placement is dependent on the specific bridge crossing location.

The required pier placement locations for the two other proposed alternatives are shown below: A THICK THE SHOP IN

Minimum. Horizontal Clearance Proposed Crossing Pier Placement Mile 596.8 To provide minimum 800 feet B.28 navigation span in middle of river 800 feet 603.1 Not acceptable N/A

The Mile 603.1 crossing is a proposed companion bridge upstream to the JFK Bridge. A location downstream of JFK Bridge is preferred. In that case the piers of the companion bridge must be located about 110 feet to the right and left of the existing right and left descending channel piers of the JFK Bridge, respectively. This distance is to insure the view of the existing bridge piers is not obstructed by either the cofferdam and pier construction or the completed piers.

In our previous correspondence we stated general guidance of 900 feet horizontal clearance and vertical clearance of 55 feet above the 2% flowline or 69 feet above normal pool (for avg. June flow), whichever is greater. In the case of a companion bridge within 100 feet of the JFK Bridge the vertical clearance must equal that of the existing bridge of 71 feet above normal pool. The first things and parents we satisfy the

16591.1/604 OHR April 11, 2002

Subj. PROPOSED LOUISVILLE BRIDGES, MILE 604+/-, OHIO RIVER

The above horizontal clearances and pier locations have been determined for the specific alternatives only. If there is any change to a crossing location, the Coast Guard will need to readdress pier placement and horizontal clearance on a case by-case basis. If there are any questions, please contact Mr. Dave Studt at the above number.

Sincerely,

Bridge Administrator

By direction of the District Commander

Copy: Msrs. John Clements/Jim Zei, CTS Mr. John Ballantyne, FHWA-KY



Commander Eighth Coast Guard District 1222 Spruce Street St. Louis, MO 63103-2832 Staff Symbol: obr Phone: (314)539-3900 x381 FAX: (314)539-3755

16591.1/604 OHR February 12, 200

TO

HDA ADA

EN F004-595,

Mr. John Ballantyne Federal Highway Administration-Kentucky Division 330 W. Broadway Frankfort, KY 40601

Subi: PROPOSED LOUISVILLE-SO, INDIANA BRIDGES PROJECT, MII OHIO RIVER

Dear Mr. Ballantyne:

We are responding to Mr. Sepulveda's letter of November 6, 2001, which solicits comments on the Draft Environmental Impact Statement (DEIS) for the above referenced project.

B.28

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FEB 2 1 2002

cc: John Carr - KYTC Charles Raymer - CTS

In a letter dated November 18, 1999, the Coast Guard identified pier placement and clearances for six Ohio River crossings which would have the least impact on navigation. On pages 3-46 and 3-47 of the DEIS two bridge alignments, A-9 and C-1, were identified to crossings at mile points 596.8 and 603.1, respectively. These two crossings were not among the six approved crossings. The Coast Guard will need to review the crossings at mile point 596.8 and 603.1 for their impact on navigation and to determine required pier placement and navigational clearance.

The subsection termed The Ohio River page 4-12 presented in Section 4.1.2 Existing Social and Economic Setting gives a thumbnail sketch of river commerce and some of its physical characteristics. However, there was no discussion of the impacts to river environment or to navigation due to temporary and long-term effects of construction activities. It appears that a subsection termed The Ohio River could be developed for Section 5.1 ECONOMIC/SOCIAL to discuss this concern.

We appreciate this opportunity to provide Coast Guard input in the development of this DEIS. If you have any question about our requirements, please contact Mr. Dave Studt at the above number, extension 381.

Sincerely,

Bridge Administrator

By direction of the District Commander



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

March 20, 2002

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TO

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CTS , MYTC

330 West Broad Street Frankfort, Kennucky 40601

Mr. Jose Sepulveda Federal Highway Administration

SUBJ.: EPA Review and Comments on

Louisville-Southern Indiana Ohio River Bridges Project Draft Environmental Impact Statement (DEIS)

CEQ No. 010428

Dear Mr. Sepulveda:

Thank you for substituting the above-referenced document. We appreciate your early coordination with us and the steps taken to address the concerns raised by the U.S. Environmental Protection Agency (EPA) during the scoping period. Both EPA Regions 4 and 5 have been actively participating in the pre-scoping and scoping phases of this project since October 1998. Region 4 has been designated as the EPA lead region for the project. Regions 4 and 5 jointly reviewed the Louisville-Southern Indiana Ohio River Bridges Project Draft Environmental Impact Statement (DEIS) pursuant to Section 102(2)(C) of the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act. The purpose of this letter is to provide you with the results of the EPA review.

In order to alleviate existing safety problems and traffic congestion, and user planned growth needs, the Federal Highway Administration (FHWA), the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KTC) have proposed that a new bridge or bridges be constructed in the metropolitan Louisville area, along with reconstruction of the existing Kennedy Interchange (also termed "Spaghetti Junction"). The action alternatives of the project fell into two categories: a one bridge/highway alternative, and two bridges/highway alternative. Under these categories, nine bridge/highway alternative, and two bridges/highway alternatives. All the alignments, for both one and two bridge alternatives, include reconstruction of the Kennedy Interchange and Transportation Management measures. A preferred alternative was not identified in the DEIS.

EPA has environmental concerns regarding potential direct, secondary, and cumulative impacts of the project, and is providing comments on the project's alternatives evaluation, air quality, traffic noise impacts and mitigation, surface water and groundwater quality, wetlands avoidance and minimization, compensatory wetlands mitigation, forest impacts, endangered

species, and fragmentation of wildlife habitats and the ecosystem in the project area. Sustainable development, environmental justice, and cultural resource issues are additional areas of concern. While EPA's comments include discussion of areas where additional information is needed, the DEIS generally makes a good attempt to identify the many complex issues and environmental impacts associated with this project. Inclusion in the DEIS of the numerous alignments under consideration will allow further public input during the NEPA process for FHWA and the states to consider

Due to the number of alignments under consideration for the one bridge/highway alternative, and the even larger number of possible alignment combinations that might make up the two bridges/highway alternative, EPA provided a NEPA rating for each alignment.

Please note that the Downtown Louisville bridge alignments (C-1, C-2, and C-3 alignments), Far East Turnel alignments (A-13 and A-15), and the northermost Far East alignment (A-2), received an "EC-2" rating, meaning that HPA has environmental concerns with these alignments. Further information is needed to clarify the potential impacts.

The A-9 Southernmost Far East alignment, A-16 Harrods Creek Route alignment, and B-1 Near Bast alignment appear to have more significant environmental issues, which may be more difficult to avoid and/or mitigate than the issues identified for the A-2, A-13, A-15 and the C (Downtown) alignments. These issues include impacts to streams and floodplains, endangered species habitats, wetlands (particularly forested wetlands), traffic noise (including sever impacts for some alignments), environmental justice communities, and cultural resources. Alignments A-9, A-16, and B-1 received an "BO-2" rating (environmental objections - more information needed), due to the potential severity of environmental impacts for these alignments, and the need to avoid and mitigate these impacts in order to provide adequate protection of the environment.

Based on the range of ratings for the project alternatives (from EC-2 to EO-2), and the EPA guidelines that specify that the overall rating for the DEIS must be the lowest of the multiple ratings, the overall rating for this DEIS is "EO-2." That is, the EPA review identified significant environmental impacts that must be avoided in order to provide adequate protection of the environment. These impacts are detailed for each alignment in the enclosed comments. Corrective measures may require substantial changes to those alignments with potentially more severe impacts, or consideration of one of the other project alternatives which had fewer impacts. The enclosed table contains NEPA ratings of the individual alignments. A summary of the rating definitions is also enclosed.

As indicated in the enclosed detailed comments, EPA is requesting that FHWA provide clarifications, supplementary information, and explanations of certain conclusions found in the DEIS. The preferred alternative should be identified in the Final EIS, along with mitigation details to address the potential impacts of the preferred alternative.

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Due to the number and severity of potential impacts some of the alignments would create, mitigation measures are a crucial part of this project. For example, some alignments would involve substantial noise, wetland, stream, cultural, ecosystem, habitat impacts, and/or historic impacts, and we encourage the project sponsors to seriously consider mitigation measures, keeping in mind that some impacts may be more adaptable to mitigation than others. Avoidance through selection of alternatives and alignment modifications should be the first step, but for those impacts that cannot be avoided, mitigation plans should be created. These measures should be discussed and documented in the Final EIS.

Thank you for the opportunity to comment on this DEIS. If you have any questions or require technical assistance you may contact Heinz Mueller of my staff at (404) 562-9611. We look forward to a continued good working relationship with FHWA and state transportation agencies, and appreciate your continued coordination as this project progresses. We are also available to meet with you to discuss how these concerns can be best addressed.

J. I. Palmer, Jr.

Regional Administrator

Enclosures (2):

Table of NEPA Ratings and Summary of Rating Definitions EPA Comments on DEIS

John Baxter, FHWA-IN John Ballantyne, FHWA-KY

Bryan Nicol, Commissioner, INDOT James Codell, Secretary, KTC

Thomas V. Skinner, Regional Administrator, EPA Region 5

NEPA Ratings for Louisville-Southern Indiana Ohio River Bridges DEIS Alignments

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Altermonts	:Description/Basis for Rating	NEPA Rating
A-2	Far East alignment, Northernmost route:	EC-2
	Lowest number of stream crossings of the Far East alignments (10), includes one crossing each of Harrods Creek and Lenztier Creek. Substantial noise impacts (12). No forested welland impacts. Relatively low floodplain encroachment (16 acres) and impacts to cultural resources (5 historic sites, 2 archeological sites). Community impacts in Prospect, KY.	
A-9	Far East alignment, Southernmost route:	EO-2
	Substantial noise impacts (17). Highest number of wetland impacts (12.4 acres), including 1 forested wetland. One of the highest number of stream impacts (15), includes 3 crossings of Goose Creek, 1 Crossing of Little Goose Creek. Federally-endangered Gray and Indiana bats were identified in the Goose Creek and Little Goose Creek drainage areas, with likely presence of maternity colonies. High flood plain impacts.	
A-13	Far East alignment Tunnel option, South:	EC-2
·	Substantial noise impacts (19). 4.82 acres of wetland impacts, including 1 forested wetland. Highest number of cultural resource impacts (1 historic district, 7 historic sites, 10 archeological sites). The tunnel would minimize and avoid some community and historic impacts.	
A-15	Far East alignment Tunnel option, North:	EC-2
	Substantial noise impacts (16), 3.75 acres of wetlands impacted. Cultural resource impacts (I historic district, 8 historic sites, 8 archeological sites) second only to A-13. The tunnel would minimize and avoid some community and historic impacts.	<u> </u>
A-16	Far East alignment Harrods Creek route:	EO-2
	Substantial noise impacts (15). Highest number of terrestrial wildlife/habitat impacts (296 acres), with 33.4 acres of riparian forest and 83.5 acres of upland forest impacts. Impacts to 6.18 acres of wetlands, includes 2 forested wetlands. A-16 and A-9 have the highest number of direct stream impacts (15), including 3 crossings of Harrods Creek causing extensive realignment of the Harrods Creek channel.	

Attachment 1

NEPA Ratings for Louisville-Southern Indiana Ohio River Bridges DEIS Alignments

Series Co.	Alignment Ratings and Basis for Rusausi	
Ahemonis) s	Cost congroup Pasty, and Rating	NEPA Rating
A-2	Far East alignment, Northeramost route:	EC-2
	Lowest number of stream crossings of the Far East alignments (10), includes one crossing each of Harrods Creek and Lenztier Creek. Substantial noise impacts (12). No forested wetland impacts. Relatively low floodplain encroachment (16 acres) and impacts to cultural resources (5 historic sites, 2 archeological sites). Community impacts in Prospect, KY.	
A-9	Far East alignment, Southernmost route:	EO-2
	Substantial noise impacts (17). Highest number of wetland impacts (12.4 acres), including 1 forested wetland. One of the highest number of stream impacts (15), includes 3 crossings of Goose Creek, 1 Crossing of Little Goose Creek. Federally-endangered Gray and Indiana bats were identified in the Goose Creek and Little Goose Creek drainage areas, with likely presence of maternity colonies. High flood plain impacts.	
A-13	Far East alignment Tunnel option, South:	EC-2
·	Substantial noise impacts (19). 4.82 acres of werland impacts, including 1 forested wetland. Highest number of cultural resource impacts (1 historic district, 7 historic sites, 10 archeological sites). The tunnel would minimize and avoid some cummunity and historic impacts.	
A-15	Far East alignment Tunnel option, North:	EC-2
	Substantial noise impacts (16), 3.75 acres of wetlands impacted. Cultural resource impacts (1 historic district, 8 historic sites, 8 archeological sites) second only to A-13. The tunnel would minimize and avoid some community and historic impacts.	
A-16	Far East alignment Harrods Creek route:	EO-2
	Substantial noise impacts (15). Highest number of terrestrial wildlife/habitat impacts (296 acres), with 33.4 acres of riparian forest and 83.5 acres of upland forest impacts. Impacts to 6.18 acres of wetlands, includes 2 forested wetlands. A-16 and A-9 have the highest number of direct stream impacts (15), including 3 crossings of Harrods Creek causing extensive realignment of the Harrods Creek channel.	

Attachment 1

	Anomical Ramigs and Basi, for Ratings (const., 1995)	
Alignments	ου Description/Hasis for Karing	NEPA Rating
B-1	Near East alignment: Substantial noise impacts (14). 259 acres of terrestrial wildlife/habitat impacts, includes 35.3 acres of riparian forest. Crosses Lancassange Creek 3 times. The federally-endangered Gray bar was found in the	EO-2
	Lancassange Creek drainage area. 35 acres of floodplain encroachment; DEIS states it would be cost prohibulive to extend bridge/highway structures past the floodplain. 252 residential displacements, 5 community resources displaced. Noise-related community impacts in I-264 consider.	
C-1	Downtown, Upstream alignment:	EC-2
	One stream impact. No wetland impacts. 39 acres of terrestrial wildlife/habitat impacted, no riparian or upland forest impacts. Substantial noise impacts would result for C-1 with Kennedy Interchange In-Place (14) Relocated (13). 115 residential displacements, 30 commercial displacements. Relatively low cultural resources impacts (2 historic districts, 1 historic site) and floodplain encroachments (13 acres).	· .
C-2	Downtown, 9th Street alignment: One stream impact. No wetland impacts. 37 acres of terrestrial wildlife/habitat impacted, no riparian or upland forest impacts. Low floodplain encroachments (12 acres). Substantial noise impacts (17). El community impacts along 9th Street. 21 residential displacements, 40 commercial displacements. Highest cultural resource impacts (3 historic districts, 3 historic site) for the Downtown alignments.	BC-2
C-3	Downtown, Downstream alignment:	BC-2
	One stream impact. No wedland impacts. 39 acres of terrestrial wildlife/habitat impacted, no riparian or upland forest impacts, 9 acres of floodplain encroachment. Substantial noise impacts (12). 160 residential displacements, 75 commercial displacements. Relatively low cultural resources impacts (1 historic district, 1 historic site).	,

*Description column contains noise data from Section 5.5. Noise, and Appendix B.2, Noise Analysis Information. Other environmental data are from Table 5.18-1, "Summary of Impacts." Noise values shown in parenthesis are the sum of the number of receptors that approached/exceeded the NAC for either residential receptors (66 dBA or greater) or commercial receptors (71 dBA or greater), and/or those receptors elevated +15 dBA or greater, as calculated by EPA from Appendix B.2 data.

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts recurring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impact that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has Identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the stundpoint of public health or welfare or environmental quality. EPA Intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this potential will be recommended for referral to the CEO.

Adequacy of the Impact statement

Category 1-Adequate

EPA believes that draft EIS adequately sets forth the entironmental impact(s) of the preferred atternatives and the above of the atternatives reasonably available to the project or action. No further analysis or discollection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for EPA to full assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyzes or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of atternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussion are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purpose of the NEPS and or/Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for releval to the CEO.

EPA Regions 4 and 5 Review and Comments on Louisville-Southern Indiana Ohio River Bridges Project Draft Environmental Impact Statement (DEIS) CEO No. 010428

General

This project is proposed to improve cross-river mobility between Jefferson County, Kentucky and Clark County, Indiana because the "existing highway bridges have become increasingly congested as population and employment have increased in the Louisville metropolitan area." One location may be preferred to another. However, each alternative has impacts to the environment and the community.

EPA understands that growing smart is critical to economic growth, developing healthy communities, and protecting the environment, all at the same time. We also recognize that the primary responsibility for land use decisions now and always will be at the local level. Therefore, we offer suggestions and recommendations that should assist both states, federal agencies, and communities involved balance the transportation needs with the impacts, to reach a sound final decision.

Maps/Figures and Tables

Maps Figures: We appreciate the quality and number of maps and aerial photographs in the DEIS. However, clarification is needed. Specifically, the FEIS should include maps which clearly show the proposed construction alignments and Kennedy Interchange options relation to stream locations. Wetlands, streams and water bodies need to be more clearly identified on the aerial photographs. In addition, wetlands should be clearly distinguished from streams and water bodies (see Figures 4.8-1a and 4.8-1b) and their identifying Alpha-Numeric Codes from Tables I - III in Appendix B.3 included in the figures.

The current aerial photographs show areas of potential construction which are immediately adjacent to proposed interchanges. It is unclear whether the limits of the construction will extend over stream crossings which are not shown. Larger scale maps, which clearly illustrate the entiret

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of the proposed construction in relation to water bodies and wetlands, would be helpful.

The only depictions of the Kennedy Interchange Options are those associated with the C-1.

C-2 and C-3 alignments in the figures in Appendix A.4. There are no figures in the DEIS that identify and depict the location and configuration of the two Kennedy Interchange Options for a one bridge/highway alternative utilizing one of the East End alignments. Since the DEIS is putting forward for consideration all 9 alignments for a one bridge/highway alternative and all alignments include the reconstruction of the Kennedy Interchange, a figure depicting this information should be included in the NEPA documentation.

Tables: The noise data contained in Table 5.18-1, "Summary of Impacts," in the DEIS are not consistent with noise data in Chapter 5 (Section 5.5, Noise) and in Appendix B.2, Noise Analysis Information. Appendix B.2 also mentions "a" and "b" alignments for both A-13 and A-15, but "a" and "b" are not identified elsewhere in the document. These inconsistencies should be corrected, and Table 5.18-1 should be checked in its entirety for consistency with the other data in the EIS.

Attachment 2

Tables throughout the DEIS and DEIS appendices usually do not present information for the Kennedy Interchange options. When information on the Kennedy Interchange options is presented, the information is usually lumped in with the Downtown C alignments, particularly the C-1 alignment. Since reconstruction of the Kennedy Interchange is proposed for all 9 alignments under consideration for the one bridge/highway alternative, the information for the Kennedy Interchange options reported in the various DEIS tables should be either reported separately (which we recommend) or included with the information reported for each of the 9 alignments.

B.20 Q.4

This way of reporting information on the Kennedy Interchange options is disconcerting, since the information in the DEIS tables that convey resource information (e.g., acreage of wetlands, woodlands and stream impacts, and number of wetlands impacted and streams crossed, etc.) for the various alignments do not necessarily coincide. For example: The Summary of Impacts Tables 3.6-7 and 5.18-1 in the DEIS provide separate wetlands acreage directly impacted by each alignment and each of the Kennedy Interchange options under consideration. Tables 3.6-7 and 5.18-1 show zero acres of direct wetland impact for the C-1, C-2 and C-3 alignments.

L.7

However, we note that Table 5.10-2 Direct and Indirect Impacts and Cumulative Effects by Alignment, shows that the C-1 and C-3 alignments would each directly impact two wetlands, and the C-2 alignment would impact one wetland. This leaves the reader questioning whether there are impacts to wetlands associated with the C alignments that are not being reported in the Summary Tables, or if the wetland impacts reported in Table 5.10-2 for the C alignments are really wetland impacts due to the reconstruction of one of the Kennedy Interchange options. The tables in the DEIS should be carefully reviewed for accuracy and amended accordingly for the FEIS.

Purpose & Need

The proposed Downtown alignments appear to assist with existing traffic congestion and safety issues associated with the existing Kennedy Interchange and Kennedy Bridge, and downtown revitalization efforts. The potential East End alignments (new location) are intended to support projected growth and development, and build cross-river system redundancy to serve metropolitan and interstate traffic.

Alternatives and NEPA Ratings

Preferred alternative: The document does not identify an environmentally preferred alternative. NEPA does not require that an environmentally preferred alternative be identified in the DEIS. When a preferred alternative is selected in the Final EIS, that alternative should avoid or minimize adverse impacts, so that the need for mitigation of impacts will be lessened or eliminated.

EPA's concerns include air quality, traffic noise impacts and mitigation, surface water and groundwater quality, wetlands avoidance and minimization, compensatory wetlands mitigation, forest impacts, endangered species, and fragmentation of wildlife habitats and the ecosystem in the project area. Sustainable development, environmental justice, and cultural resource issues are additional areas of concern.

Our ratings are explained in the enclosed "Summary of Rating Definitions and Follow up Actions."

Kennedy Interchange Options

Please specifically define in the FEIS what is meant by the term "Rebuild the Kennedy Interchange." It is not clear whether this term refers to adding lanes, on/off ramps, emergency

B.141

lanes, etc. Also include figures in the FEIS that depict the two Kennedy Interchange options for a one/bridge highway alternative that utilizes one of the East End alignments. Identify whether or not these Kennedy Interchange options would have the same impacts as those identified and depicted in the DEIS with the Downtown alignments.

B.141

Kennedy Interchange Reconstruction In-Place: Based on the data in the DHIS, In-Place reconstruction of the Kennedy Interchange would have fewer impacts than the Kennedy Interchange Relocated option. Specifically, In-Place reconstruction would have fewer impacts to acres of terrestrial wildlife and habitats (25 acres), wetlands (no impact), streams (no impact), and floodplains (26 acres of encroachment). Furthermore, the number of residential (2) and commercial displacements (30) would be fewer for the In-Place option. The In-Place option would have the same number of sites exceeding the FHWA Noise Abatement Criteria (NAC) as the Relocated option. There would be one historic district impacted.

Kennedy Interchange Relocated: This option would have greater impacts than the In-Place option. The Relocated option would impact 70 acres of terrestrial wildlife and habitats and one wetland would be impacted. There would be one stream impacted and 54 acres of floodplain encroachment. This option would have 9 residential displacements and 50 commercial displacements. The Relocated option would impact two historic districts.

Downtown Alignments

C-1 and C-3 Alignments: According to the DEIS, either of these two alignments would have fewer impacts than the potential A and B alignments. Construction of a new bridge downtown would meet the stated needs of the project, with respect to traffic safety and congestion issues. C-3 would have fewer impacts than C-1 regarding historic districts (1 and 2, respectively) and number of sites exceeding noise standards (4 and 6, respectively). However, C-3 would result in a greater number of residential displacements (160 and 115, respectively), second and third highest for all the alignments, and commercial displacements, 30 and 75, respectively. Both the C-1 and C-3 alignments would have one stream impact and no wetlands impacts.

C-2 Alignment: Of all the alignments, the C-2 option has the lowest number of residential displacements (21) and the second highest commercial displacements (40). C-2 would impact 37 acres of terrestrial wildlife and habitats, impact one stream and no wetlands. Substantial noise impacts (17) would occur with C-2. El concerns about this alignment have been voiced by the local community. The C-2 alignment would impact 3 historic districts and 3 historic sites.

Far East Alignments

A-2 Alignment: This alignment would have a relatively high impact on acres of soil, and terrestrial wildlife habitat (280 acres). However, this alignment would also have fewer noise impacts. This alignment would have 10 stream impacts and cross Harrods Creek, Lentzier Creek and four of its tributaries one time each. While 6.67 acres of wedlands would be impacted, none of the wetlands are forested wetlands. A-2 would impact the least number of cultural resources, and involve the least amount of acreage (16 acres) of floodplain encroachment. Substantial noise impacts (12). This alignment would negatively affect the City of Prospect and is inconsistent with the City's Small Area Plan.

A-9 Alignment: This alignment would impact 12.4 acres of wetlands, including one forested wetland. This alignment has the highest acreage of wetlands impacted among the alignments. A-9 would have one of the highest number of stream impacts (15), among the "A" alignments.

Stream impacts include three crossings of Goose Creek, one crossing of Little Goose Creek and five of its tributaries, and crosses three tributaries of Lentzier Creek. The DEIS identifies that Gray and Indiana bars were identified in this corridor in the Goose Creek/Little Goose Creek drainage area. The DEIS states that the "Illoss of Indiana bar habitar in this corridor is more significant than in other corridors due to the likely presence of a maternity colony in Goose/Little Goose Creek watershed."

26 acres of floodplain encroachment would also occur, although A-9 would have a relatively low amount of soil acreage impacted, when compared to other "A" alignments. Substantial noise impacts (17). It also crosses the upstream buffer area associated with the Six Mile Island Nature Preserve.

A-13 Alignment: The runnel would minimize and avoid some community and historic impacts. The A-13 Alignment has substantial noise impacts (19). The A-13 alignment has the highest number of residential displacements (42) for the "A" alignments.

A-13 would impact 4.82 acres of wetlands, including one forested wetland. A-13 would cross three floodplains and have 21 acres of transverse floodplain encroachment. Nine stream impacts would occur with this alignment, and include one relatively long crossing (1,512 feet) of Lentzier Creek and one crossing of Harrods Creek.

The DEIS states that induced development from this alignment would create additional need for stream crossings in some sensitive watersheds for accessibility and utilities, and the Lentzier Creek area is the most likely area to experience induced growth. The highest number of cultural resource impacts would occur if this alignment were implemented, (one historic district, 7 historic sites, 10 archaeological sites).

A-15 Alignment: The tunnel would minimize and avoid some community and historic impacts: The A-15 has substantial noise impacts (16). Building this alignment would result in 3.75 acres of wetland impacts, a relatively low number when compared to the other "A" alignments. Impacts to 11 streams including one crossing of Harrods Creek and one of its tributaries, and one crossing of Lentzier Creek and four of its tributaries would occur, along with 19 acres of floodplain encroachment. The DEIS states that induced development will create additional need for stream crossings in some sensitive watersheds, for accessibility and utilities, and the Lentzier Creek area is the most likely area to experience induced growth. This alignment would result in a relatively high number of cultural resource impacts, second only to A-13.

A-16 Alignment: This alignment would have the highest relative impact on acres of soil (299 acres), acres of floodplain encroachment (39 acres), and terrestrial wildlife/habitat (296 acres). 33.4 acres of riparian forest and 83.5 acres of upland forest would be permanently lost. The DEIS identifies that induced changes in land use will affect forest cover. Any additional development along Harrods Creek would create fragmentation of forest cover.

In addition, 6.18 acres of wetlands, including 2 forested wetlands, would be impacted. A-16, along with A-9, has the highest mumber of direct stream impacts (15) for any of the alignments. Stream impacts include three crossings of Harrods Creek and five of its tributaries,

and one crossing of Lentzier Creek and four of its tributaries. The proposed crossings of Harrods Creek under A-16 would result in extensive realignment of the creek channel. This alignment would have substantial noise impacts (15).

Near East Alignment

B-I Alignment: Although B-I would have the least amount of direct wetland impacts (2.74 acres), this alternative would result in 259 acres of terrestrial wildlife/habitat impacts, including direct impacts to 35.3 acres of riparian forest. The DEIS states that induced changes in land use will affect forest cover and create additional need for stream crossings in the environmentally sensitive Lancassange Creek watershed to provide accessibility and utilities.

In addition, the DEIS states that impacts will be greatest in areas of old growth, bottomismd hardwoods, and the stream riperian corridor of Lancassange Creek. B-1 would encroach on 35 acres of floodplain. The DEIS states that it would be cost prohibitive to extend bridge/highway structures past the floodplain. B-1 would cross Lancassange Creek three times and cross one of its tributaries.

The federally-endangered Gray bat was found during surveys in the Lancassange Creek drainage area. The DEIS identifies that induced development will be greatest near interchanges. The proposed B-1 interchange closest to the Ohio River (Utica Pike interchange) is located at Lancassange Creek with its associated wetlands, riparian and upland forest. An interchange in this location would encourage development in this area, potentially impacting wetlands and riparian and upland forests. The B-1 alignment would cross over a Wellhead Protection Area (WHPA) in Lettings.

Of all the alignments, B-1 would have the greatest number of residential displacements (252). It is the only alignment that displaces Community Resources (5). The proposed widening of I-264 would result in noise-related community impacts. This alignment would have substantial noise impacts (14).

One Bridge/Highway Alternative

Based on the information in the DEIS, the C-1 or C-3 alignments with reconstruction of the Kennedy Interchange In-Place appear to satisfy the safety and congestion issues identified and substantiated in the DEIS and have the least environmental impacts among the one bridge/highway alignments. This alignment also appears to acceptably handle the projected Year 2025 regional traffic volumes and has the lowest cost (\$601 to \$943 million).

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Two Bridges/Highway Alternative

This alternative would be a combination of one of the Downtown "C" alignments, along with one of the Far East "A" alignments or Near East B-1 alignment, and one of the Kennedy Interchange options. The A-9, A-16 and B-1 alignments have substantial impacts associated with them and are rated EO-2. This alternative would meet traffic and safety issues, and provide redundancy in handling the projected Year 2025 regional traffic volumes identified in the DEIS. This alternative is the most expensive ranging from \$1,249 to \$1,582.7 million.

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If this alternative is chosen as the preferred alternative, careful thought and consideration should be given to choosing the East End alignment and identifying and implementing all mitigation measures to mitigate adverse impacts that cannot be avoided. Due to the potential environmental impacts associated with this alternative, as well as the need to mitigate those predicted impacts, all avoidance and mitigation measures, and the mechanisms for their

B.68

implementation, should be included in the FEIS.

Air Quality

General comments: This document is deficient in its discussion of the current or near-term status for air quality. Much more detail relating to the project area's status with regard to the 1-hour ozone National Ambient Air Quality Standard (NAAQS) should be included, especially because this area was just recently designated to attainment status for the 1-hour ozone standard.

In addition, some discussion of the area's record with the 8-hour ozone standard should be included. As written, the document does not give a clear picture of the area's air quality status for ozone. The area is subject to the requirements of transportation conformity mainly because of the exceedances of the 1-hour ozone standard. The document does, however, contain more detailed discussion of the air quality impacts of the project by analysis of carbon monoxide.

Section 4.4.1 Regulatory Setting: The second paragraph in this section should be updated to reflect that Louisville's redesignation request is final, and that although the area has been redesignated to attainment, it is considered a maintenance area for the 1-hour ozone National Ambient Air Quality Standard. As such, the area is still subject to the requirements of transportation conformity.

As written, it appears that the requirements for transportation conformity are contained in 23 CFR 450 and the Transportation Equity Act for the Twenty First Century. The FEIS should clarify that the requirements for transportation conformity are contained in 40 CFR 93, and that the transportation plan and transportation improvement programs conform to the State Implementation Plan (SIP).

Section 4.4.2 Existing Ambient Air Quality: This section should include more detailed discussion of the ozone monitoring data for the area, especially because the area, until recently, exceeded the NAAQS (one-hour), and is at risk of being in violation of NAAQS (eight-hour). Air quality information of this type is readily available from the state or local air quality agencies.

Section 5.4 Air Quality under Indirect Impacts and Cumulative Effects: The DHIS contains a sentence that indicates that there are Transportation Control Measures (TCMs) in the State Implementation Plan (SIP). However, after review of the federally-enforceable SIP, we have determined that there are no TCMs contained in the current SIP.

The discussion about this project's relation to the transportation conformity requirements is confusing, dated and misleading. The discussion gives the reader the impression that redetermination of conformity will be necessary if the project alternative is not selected. While this is true, conformity is redetermined every three years, regardless, in metropolitan areas. In fact, Louisville is in the process of redetermining conformity now, so a change for the alternative could easily be incorporated in this upcoming analysis.

The DEIS discusses the inclusion of this project alternative in the current 2020 Long Range Transportation Plan conformity determination, (this Plan will become outdated in 2002, after the release of a newer Plan). However, since conformity is being redetermined within the year, and the Draft 2025 Long Range Transportation Plan is available, the DEIS should include discussion about this project in terms of inclusion for the upcoming conformity determination as well.

Traffic Noise

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In addition to traffic noise affecting residences and commercial sites along highways, it should be noted, relevant to the proposed project, that traffic across bridges can be particularly noisy. This is because bridges are high and exposed, sound travels well and is unimpeded over water, and vehicle tires traveling across expansion joints produce additional noise. Overall, traffic noise is an environmental concern in terms of the project incremental increases over existing levels and the resultant projected noise levels.

Noise Measurements - Based on the noise information beginning on page 4-63 of the DEIS, the measurement of ambient noise at each receptor is provided in Leq units. Measurements were taken for 10 minutes and were updated by the monitor "10 times per second." The FEIS should explain why ten-minute readings were made (rather than one hour as for the Leq(1) metric) or were perhaps six 10-minute readings averaged to obtain data for one hour? Our concern is that it is possible to miss certain typical ambient noise sources when measuring for only a 10-minute time frame. The FHIS should further explain how the 10-minute measurements are addressed in FHWA guidelines.

Page 4-63 also states that receptors "...were measured only during peak traffic hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.)." It should be noted that "peak traffic hours" are not the "peak noise hours" if traffic becomes so congested that it is essentially not moving and therefore not very noisy ("stop-and-go" traffic). The FEIS should determine if measurements for existing noise levels were indeed made during "peak noise hours" for this proposed project.

The DEIS indicates that the "high" end readings of the reported ambient ranges (pg. 4-63) are already at substantial noise levels (68.3, 68.6 & 75.2 dBA Leq) prior to any additional predicted project impacts. Specifically, these existing levels are already greater than the FHWA NAC for Leq for residential and/or commercial receptors. Would noise mitigation in these areas be to existing levels or NAC levels? For reference, we note from Appendix B.2 that the 1999-2000 ambient levels, measured at receptors for Alternative A-2, ranged from 48.7 to 59.5 dBA Leq; for A-9 ranged from 45.8 to 68.6 dBA Leq; for A-13a and A-13b ranged from 40.7 to 68.6 dBA Leq; for A-15a, A-15b and A-16 ranged from 42.6 to 68.6 dBA Leq; for B-1 ranged from 43.2 to 66.4 dBA Leq; and for C-1 In Place, C-1 Relocated, C-2 and C-3 ranged from 59.6 to 75.2 dBA Leq.

The truck percentage portion of the traffic projections genetically referenced on page 5-98 and used in the analysis should be specified as a percentage in the FEIS. This is important since trucks are considerably noisier than cars (noise from one truck equals that of 32 cars).

For alignments A-9, A-13a and A-13b, the totals for the "No. of Impacts" columns in Tabl 5.5-1 were presented as 24, 30, and 29. However, the totals would instead seem to add to 23, 28 and 27, respectively. The FEIS should verify these totals and/or the table entries for these three alignments and correct them as appropriate.

An apparent inconsistency exists between Table 5.5-2a and Table 3 in Appendix B.2 in the number of receptors listed for "Caregory 1" impacts for alignment A-13b (i.e., Table 5.5-2a presents 10 receptors while Table 3 presents 9 receptors for A-13b). Based on the totals generated in both tables (16 receptors), the "9 receptors" entry appears correct. The FEIS should verify and correct.

For clarity, we recommend that Table 2 in Appendix B.2 indicate that the presented data represent the Leq metric as opposed to the L10 metric. We assume that Leq is used since NAC values of 67 dBA or 72 dBA provided in the table suggest the Leq metric.

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Noise Abatement - We offer the following comments on the FHWA and state noise abatement guidelines:

* FHWA NAC: We agree that the referenced 67 and 72 dBA Leq are the FHWA NAC thresholds for project resultant noise levels for which noise abatement measures must be considered for residential and commercial receptors, respectively. As stipulated in FHWA 23 CFR 772 guideline, we wish to emphasize that such abatement consideration already applies for predicted noise levels approaching these levels within 1 dBA.

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*Kentucky and Indiana Noise Thresholds - We recognize the difficulties involved in preparing noise analyses for interstate alignments traversing states with different criteria for defining substantive noise impacts. Although both Kentucky and Indiana conform to the FHWA NAC for resultant noise levels due to the project, Kentucky believes that increases of 10 dBA or greater are "substantial," while Indiana believes that increases must be 15 dBA or greater in order to be "substantial."

We note that some uniformity in defining a substantial noise impact is provided in the DHIS. For example, page 5-98 states that "[t]he Kennucky policy, designating a receptor as impacted if exceeding the existing level by 10 dBA Leq, is more conservative and will be used for this project." HPA agrees with Kentucky's policy regarding the incremental threshold, since a 10 dBA increase, at any existing noise level, is perceived as a doubling of sound by the human ear.

On the other hand, we note that the DEIS indicates that thresholds for noise mitigation for this project will be unique to each state, which could be confusing and result in different levels of mitigation between the states. We recommend that FHWA provide additional direction in this

regard, and that this issue is clarified for the preferred alternative.

Table 5.5-2b (pg. 5-101) references the "INDOT Highway Traffic Noise Policy" (specifically "Figure 1 - Proposed Impact Criteria") in a footnote and presents the number of receptors with No, Minor, Moderate or Severe noise impacts. In contrast to the noise Categories 1-4 used by Kentucky which were clearly defined in the DEIS (pg. 5-100), the relative noise impact terms used by Lodiana do not appear to be defined in the DEIS. The FEIS should define the Indiana terms and also attempt to reasonably equate the two state nomenclatures (e.g., "severe" impacts for Indiana approximates "x" category for Kentucky).

Noise Impacts - We note that substantial noise impacts in terms of incremental increases and resultant noise levels are predicted due to the proposed project, and offer the following comments:

Project Incremental Noise Increases: Table 5.5-1 provides the number of impacted receptors ("No. of Impacts/No. of Representative Properties") by alignment and by level of incremental increase (0-5, 6-10, 11-15 and >15 dBA increment categories). As suggested above, of greatest EPA concern are those increases of 10 dBA and greater at residential sites.

Accordingly, rearrangement of the incremental impact categories, consistent with the Kentucky and EPA approach to reflect those residences impacted by <10 dBA versus 10 dBA or greater, would have been beneficial and should be considered in the FSIS. In the absence of such data, the existing data arrangement generally representing the 10 dBA or greater category (i.e.,

elevations of 11-15 and >15 dBA) was used. These data show that several alignments have a considerable number of receptors substantially elevated, while others do not.

Based on Table 5.5-1, which provides project noise increase data for twelve alignments, those alignments with a considerable number of substantially elevated receptors are the eight "A&B" alignments, i.e., A-2 (12 receptors), A-9 (17), A-13a (22), A-13b (22), A-15a (20), A-15b (17), A-16 (14) and B-1 (9). The four remaining alignments, with lower numbers of substantially elevated receptors, are the four "C" alignments, i.e., C-1 In-Place (4 receptors), C-1 Relocated (3), C-2 (4) and C-3 (2).

Moreover, the number of receptors elevated >15 dBA were also notable for most of the A&B alignments (5 or 6 receptors, except for B-1 with 2) and the magnitude of the increases included severe examples (up to +28 dBA in the case of B-1). In contrast, the C alignments exhibited only a few such receptors elevated >15 dBA (0-1), although C-3 showed one increase of +19 dBA.

We further note that severe increases such as the +28 dBA increase for B-1, constitute more than a quadrupling of the existing ambient levels since it involves more than a two-time increase of 10 dBA. EPA considers such project incremental elevations significant (substantial). Based on Appendix B-2, it is also noted that most of the receptors along the A&B alignments are residential (which are more sensitive than commercial receptors), while most of the receptors along the C alignments are commercial.

Project Resultant Levels: Appendix B.2/Table 2 illustrates that many impacted receptors are predicted to exceed the NAC after project implementation, although some would be below the NAC and some just above. Residences along the A&B alignments are predicted to be elevated as high as Leq 77 dBA (Alt. A-16), exceeding the residential NAC by 10 dBA. For commercial receptors, resultant levels would be as high as Leq 80 dBA (Alt. C-3), exceeding the commercial NAC by 8 dBA. EPA considers such project resultant levels significant (substantial).

Project Overall Impacts: As discussed on page 5-100, Kentucky identifies four criteria that combine incremental increase and resultant level impacts (Categories 1-4). Of these, Category 1 defines the greatest impacts since it defines receptors with a 10 dBA or greater increase and a resultant level that approaches within 1 dBA or exceeds the NAC (the other categories emphasize either exceedance of NAC (Category 2) or incremental increases of 10 dBA or more (Categories 3 & 4)). Tables 5.5-2a and 3 (App. B.2) show that most of the Category 1 receptors are for the A&B alignments (ranging from 3-10 receptors) compared to the C alignments (1-2 receptors). Several of the C receptors, however, fall into Category 2 (3-10 receptors) compared to the A&B alignments (3-5 receptors), indicating exceedance of the NAC. Using less well defined INDOT criteria (Table 5.5-2b), most of the severe and moderate noise impacts are also predicted for receptors along the A&B alignments.

Noise Impacts Conclusions: Based on the above observations, the C alignments result in less substantial noise increases due to the proposed project when compared to the A&B alignments, which include severe incremental increases of up to +28 dBA. In regard to compliance with the FHWA NAC, all build alternatives show exceedances above the NAC, including severe exceedances of up to 10 dBA. However, receptors along the C alignments are commercial sites as opposed to more sensitive residential sites along the A&B alignments. As such, the A&B

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alignments appear to have greater overall noise impacts than the C alignments.

Noise Mitigation: No commitment to noise mitigation is offered in the DEIS. Given the substantial number and magnitude of the reported noise impacts, EPA requests that the FEIS document the efforts made to avoid noise impacts through various project design modifications (e.g., alignment shifts). Impact avoidance and minimization is particularly important for noise impacts due to the difficulty in effectively mitigating for noise. Unavoidable noise impacts should be reasonably mitigated.

EPA recommends inclusion of an FHWA commitment in the FEIS to attenuate unavoidable noise impacts, once a preferred alternative is selected, using methods such as barrier walls or vegetated berms (suburbs). To this end, feasibility studies for the selected method(s) should already be completed for the FEIS, with the predicted resultant noise levels after mitigation also being provided. As part of these feasibility studies, the FEIS should be more specific regarding barrier cost-effectiveness (i.e., what do Kentucky and Indiana consider a reasonable cost for a barrier wall in terms of cost per mitigated residence?). As such, the public would be able to determine from the FEIS what mitigated noise levels could be expected along the preferred alternative.

Follow-up noise monitoring should also be conducted after prospective construction, to verify predicted attenuation levels and to determine whether additional initigation is needed.

Other forms of noise mitigation should also be considered in addition to barriers or in lieu of barriers where they are shown to be infeasible. These forms might include sound proofing of any significantly affected public facilities, shifting of the right-of-way (ROW) to include residential or commercial receptors that otherwise would be adjacent but outside the ROW and be heavily impacted, and/or development of vegetative screens as part of highway landscaping to provide at least a visual separation from the project ROW. It is also our understanding that the type of highway surfacing material used can substantial reduce noise impacts. The FEIS should discuss the forms of mitigation additionally considered and rationales for selection or rejection.

Wetlands

In order to receive a Department of Army permit to discharge dredge or fill material into waters of the U.S., including wetlands, the applicant imist demonstrate, in accordance with Clean Water Act Section 404(b)(1) guidelines (Title 40 of the Code of Federal Regulation, Section 230), that the discharge is unavoidable, and is the least environmentally-damaging practicable alternative that will fulfill the basic project purpose.

Direct Impacts: The Summary of Impacts Tables 3.6-7 and 5.18-1 in the DEIS provide wetland acreage potentially directly impacted by the alignments under consideration, and include separate numbers for wetland impacts from the reconstruction of the Kennedy Interchange In-Place or Relocated.

Direct impacts range from 0.0 - 12.65 acres for the one bridge/highway alternative and 2.99 - 12.65 acres for the two bridges/highway alternative. According to these tables, the Downtown bridge alignments, (C-1, C-2, C-3), with In-Place Reconstruction of the Kennedy Interchange would have no direct wetland impacts. However, we note that Table 5.10-2, Direct and Indirect Impacts and Cumulative Effects by Alternative, shows that the C-1 and C-3 alignments would each impact two wetlands and the C-2 alignment would impact one wetland. Yet, Table 5.10-2 shows zero acres of direct wetland impact for alignment C-2. The FEIS should

correct this apparent inconsistency.

A two bridges/highway alternative that utilizes the A-9 alignment, with a Relocated Kennedy Interchange and one of the Downtown alignments, would directly impact 12.65 acres.

Alignment A-9 would directly impact 11 wetlands, including bisecting a 3.6 acre forested wetland. Alignment A-13, (without considering Kennedy Interchange impacts), would impact 11 wetlands (4.82 acres of direct impact), including impacting a 7.5 acre forested wetland.

Depending on which table the reader consults, (i.e., Table III in Appendix B.3, Table 5.10-2 (pp. 5-138 to 5-154), or Table 3.6-7), Alignment A-16, (without considering Kennedy Interchange impacts), would impact either 13 or 15 wetlands (6.18 acres or 9.0 acres), including impacting either one or two forested wetlands, (i.e., wetlands KE-WE-7 and KE-WE-11A).

Alignment B-1 would impact 6 or 7 wetlands, for a total of 2.74 acres or 5.1 acres of direct wetland loss. The A-2 alignment would impact 13 or 15 wetlands, for a direct impact of 6.67 acres or 7.7 acres. A-15 would impact 11 or 12 wetlands, for a loss of 3.75 acres of wetlands. The FEIS should rectify the disparity between wetland information presented in the DEIS tables.

Forested Weilands: We are particularly concerned with the loss of forested wetlands. Forested wetlands are extremely hard to successfully replicate. When selecting a preferred alternative, avoidance to forested wetlands should be a top priority.

We note that the one bridge/highway alternative that utilizes alignment C-1, and reconstruction of the Kennedy Interchange in-Place, would have either little or no wetland impacts, appears to satisfy the safety and congestion needs identified, and acceptably handles projected Year 2025 travel demand across the Ohio River.

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Indirect and Cumulative Impacts: We note that while direct acreage loss of wetlands appears to be modest, we are concerned with indirect impacts and incremental cumulative loss of wetlands. Of particular concern are indirect impacts and cumulative loss of wetlands that are associated with high quality riparian and upland forested habitats.

Table 5.10-2 states: "Induced development will likely cause some loss of wetlands, particularly in de minimus categories and some areas covered by nationwide permits." We note that Figure 4.8-1a Water Resources, Floodplains and Wetlands shows alignments A-2, A-13, A-15 and A-16 would bisect Lentzier Creek in Indiana, and many of its tributaries. The Figure shows that this area of Lentzier Creek and its tributaries are forested, and appear to have associated wetlands.

The B-1 alignment would cross Lancassange Creek in Indiana 3 times, and cross one of its tributaries. The federally endangered Gray but was found along Lancassange Creek during biological studies for this project. Figure 4.8-1a shows that a substantial portion of Lancassange Creek in the project area has associated forested areas and wetlands. We note that the interchange closest to the Ohio River (Utica Pike interchange) proposed for a B-1 alignment is at Lancassange Creek

Interchange areas are identified in the DEIS as most susceptible to induced development from a bridge/highway project. EPA suspects that, due to direct and indirect impacts to Lancassange Creek, and its associated wetlands and forested riparian areas, these areas will be lost and/or degraded due to induced development from the project, if the B-1 alignment is chosen.

Alignment A-9, with 3 crossings of Goose Creek, one crossing of Little Goose Creek, and their associated wetlands and a riparian forest habitat in Kentucky, would also be impacted. The Gray bat and Indiana bat were also found in the Goose Creek area during biological surveys for

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this project. A-16 would cross Harrods Creek in Kentucky 3 times, impacting its wetlands and associated riparian forests. A-13 has long crossings of both Harrods Creek in Kentucky and Lentzier Creek in Indiana

Even though bridges are proposed for crossing all named creeks for this project, this will not prevent the destruction of forested vegetation in the floodplain, or in upland areas associated with these creeks. Consequently, wildlife habitat and wildlife corridors will be degraded, particularly due to habitat fragmentation. EPA encourages bridging across floodplains, when feasible, to reduce impacts on flood flow and wildlife corridors.

Wetland Mitigation

We are pleased that the DEIS (p. 5-129) states: "Mitigation plan(s) would be incorporated for wetland impacts as part of the FEIS." The FEIS should include the detailed wetland mitigation plan for the preferred alternative selected.

Mitigation requirements under 40 CFR Section 230 address the replacement of the wetland functions and values that are unavoidably lost. EPA generally agrees with the typical mitigation ratios presented in the DEIS. The DEIS identifies a 3-4:1 mitigation ratio for forested wetlands. If certain mitigation details cannot be provided at the time the FEIS is written, then the FEIS should contain statements of commitment to develop and do those portions of the mitigation work/plan that are not included. Any final mitigation plan should include, but not be limited to:

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- a commitment to acquire and start work at the mitigation site/s or purchase mitigation credits at a mitigation bank prior to project construction;
- a detailed schedule of events in relation to bridge/highway work and wetland creation/restoration work;
- detailed wetland construction plans;
- a detailed mitigation monitoring plan, including a time table;
- detailed performance criteria to measure wetland untigation success;
- detailed specifications and commitments for corrective measures to be taken if performance
- a commitment to the establishment of a protection and management plan in perpetuity (i.e., legal surveys of the specific boundaries with buffers and conservation easements that are given to a land conservancy organization) for all mitigation areas.

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We recommend a minimum 100-foot vegetated buffer be provided around each wetland mitigation site. The buffer will cultance wildlife habitat and protect the site from sediment buildup that could result from land use practices immediately outside the buffer area, (e.g., general development construction, farming). We suggest the proponents consider planting indigenous tree saplings in the wetland buffer areas, to help mitigate for the loss of riparian and upland forested habitat. We recommend protection of the buffer area in perpetuity. Because of the difficulty and challenges of creating a new wetland, restoration of existing wetlands is preferred to wetland

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Wetland enhancement can also be a valuable means of providing compensatory mitigation. However, EPA does not consider enhancement to have occurred unless a suite of wetland functions have been enhanced (rather than only one). Regardless of the untigation option chosen, it is critical to establish baseline conditions for the proposed mitigation site, and to develop quantitative success criteria based on local reference wetland conditions.

If mitigation cannot be performed within the same watersheds where wetland impacts occur, and mitigation banking is proposed as an option, then details on the mitigation bank(s), should be included in the FEIS. This information should include, but is not limited to, the location of the mitigation bank(s), and the respective service area(s), description of the bank's landscape setting (geomorphology), water source(s), vegetative structure and composition, identification of the bank owner, total acreage to be purchased, types and acreage of wetlands to be purchased, cost, and an explanation of how the functions and values of the wetlands lost are replaced by the proposed mitigation.

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Terrestrial Wildlife/Habitat

According to Table 3.6-7 the Downtown alignments would directly impact 39 acres of terrestrial wildlife habitat for C-1 and C-3. The C-2 alignment would impact 37 acres. However, these numbers do not coincide with those on Table 5.7-2 Direct Alignment Impacts by Habitat Type. Table 5.7-2 indicates a 0.7 acre loss of non-developed land for alignments C-1 and C-3, and 0 acres of non-developed land for C-2. Table 3.6-7 shows the Kennedy Interchange reconstruction In-Place would impact 25 acres and relocated it would impact 70 acres. The information in these tables should be corrected and included in the FEIS. The Far East alignments and the Near East alignments would have a greater impact, between 196 acres (A-13) to 296 acres (A-16). The B-1 alignment would impact 259 acres.

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We are particularly concerned about the loss of riparian forest and upland forest habitat. The DEIS (p. 4-70) states that forested riparian corridors, due to their proximity to stream channels, are often contained within a floodplain. They serve as important cover, food sources and travel corridors for animals within the project area. Upland forests are distributed throughout the project area and can be found on slopes adjacent to uparian corridors. They serve as important cover and food sources for animal species within the project area. They also serve as vegetated buffers to help protect water quality in a stream.

The DEIS (pp. 5-50 to 5-52) states that all the undeveloped areas along the Near East and Far East alignments in Jefferson County, Kentucky are primarily forested. In Clark County, Indiana, the DEIS states that undeveloped areas are primarily forested or planned for residential or commercial development for alignments A-2 and A-16.

Direct Alignment Impacts by Habitat Type, Table 5.7-2: This table provides information on the acres of direct impact by alignment to riparian forest and upland forest habitat types. Impacts are not given for the Kennedy Interchange. Table 5.10-2 provides information on the direct, indirect and cumulative effects by alignment to "Woodland." The direct acreage impact provided in these tables do not coincide. For example: Table 5.10-2 indicates 80.6 acres of "woodland" would be directly impacted for the A-2 alignment. However, Table 5.7-2 indicates 8.4 acres of direct impact to "riparian forest" and a 94.5 acres direct impact to "upland forest" for a total of 102.9 acres of direct forest impact for alignment A-2. Similar discrepancies between these tables are noted for the other alignments. This discrepancy should be explained and, if applicable, remedied in the FEIS. Table 5.10-2 does not provide information on direct impacts from the Kennedy Interchange options.

Based on the information presented in the tables of the DEIS, it appears that A-16 would

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have the greatest direct impact on forested habitat (112.7 or 116.9 acres), followed by A-2 (80.6 or 102.9 acres), A-13 (59-7 or 94.2 acres), A-15 (72.1 or 87.9 acres), B-1 (38.7 or 71.8 acres), and A-9 (48.8 or 62.6 acres) for the East End alignments. The Downtown alignments would have far less impact to riparian forest and upland habitat. The C-1 and C-3 alignments would either have no impact, or 0.5 acres of impact to riparian forest. The C-2 alignment is shown as having no impacts to forest land.

Indirect Impacts: The DEIS (Table 5.10-2) states that induced changes in land use will affect forest cover for all the East End alignments. Impacts will be greatest in areas of old growth, bottomiand hardwoods and stream riparian corridors. No information is provided in the DEIS on the locations and amounts of old growth forest that would be impacted by the various alignments.

The DHIS (Table 5.10-2) also states that under alignment A-9, development along Goose and Little Goose Creeks will create fragmentation of forest cover. For A-16, additional development along Harrods Creek would create fragmentation of forest cover. The highway crosses the creek several times, and would cause extensive realignment of the channel. B-1 impacts would be associated with the stream riparian corridor of Lancassange Creek. B-1 crosses this stream 3 times and, according to the DHIS, parallels Lancassange Creek from the SR 265/SR 62 interchange south almost to the Ohio River crossing. Induced changes in land use will probably not affect forest cover for alignments C-1, C-2 and C-3.

Cumulative Impacts: Table 5.10-2 states: "The Northern Training Complex (Bullist County, KY) will remove 3000 to 4000 acres of forest cover. Tree removal will occur along Woodland and Mud Creeks. Access to Salt River may disturb woodland vegetation. Development of the INAAP on Clark County sector may affect an undetermined area of forest in the southeast corner of the property."

Mitigation: With the substantial projected loss of forest land in Bullitt County, the undetermined loss from the proposed development of the INAAP in Clark County, and planned and induced development in the project area, it is clear that the loss of forest habitat and the forest fragmentation associated with any of the East End alignments will contribute to significant loss of forest wildlife habitat in the project area.

The DEIS does not identify whether local communities in the study area have ordinances, zoning regulations or some other means to protect forest habitat. This information should be included in the FEIS. The FEIS should also contain a forest mitigation plan that compensates for any loss and fragmentation of forest habitat due to the alignment or alignments chosen for the preferred alternative.

Agricultural Resources

Prime Farmland: None of the Downtown alignments or Kennedy Interchange options would impact farmland. All Far East alignments would impact between 110 acres (A-16) and 153 acres (A-2) of prime farmland. The B-1 alignment would impact 143 acres of prime farmland.

Agricultural Districts: While alignment A-9 would not divide farmland parcels it would impact the Agricultural District in Kentucky, along with alignments A-13 and A-15.

Division of Farm Parcels: Alignments A-2 and A-16 would both divide 6 farm parcels

along their proposed alignments. The B-1 alignment would divide 5 farm parcels.

Mitigation: The DEIS (p. 5-53) indicates that mitigation for farmland impacts will be investigated. All mitigation measures should be identified, and committed to, in the FEIS. These activities should be coordinated with the appropriate state and federal agencies.

Surface Water Quality and Streams

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The DEIS, (pp. 4-77, 4-78 and 4-81 to 4-86), indicates that in Kentucky most of the streams potentially impacted by the alignments are listed as impaired streams per Section 303(d) of the Clean Water Act. Harrods Creek, which was previously listed as an impaired stream, was added to the Total Maximum Daily Load (TMDL) program in 1995.

In Indiana, Lancassange Creek and Lenzier Creek are not listed as impaired streams. The Ohio River is listed as an impaired stream with respect to fish consumption and swimming, due to elevated levels of pathogens, priority organics, and PCBs.

Most streams listed as impaired in the study are included due to pathogens and low dissolved oxygen. Reasons for their impairment vary, but for most streams, the DEIS identifies that construction and development in the streams' watersheds have contributed to degraded stream quality.

Tables 3.6-7, 5.8-1, 5.10-2, and Table IV in Appendix B.3 provide information on stream impacts attributed to each alignment. Information on direct stream impacts from the Kennedy Interchange options is provided only in Tables 3.6-7 and 5.18-1. Please note that the direct stream impact information provided in Table 5.10-2 does not coincide with the direct stream impact information provided in Tables 3.6-7, 5.18-1 and Table IV.

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Direct Impacts: Based on information provided in Table IV and Table 3.6-7, the number of direct stream impacts (i.e., number of stream/waterway crossings) for the Far East alignments (without including the stream impacts from the Kennedy Interchange options) range between 9 (alignment A-13) and 15 (alignments A-9 and A-16). Alignments A-2 and A-13 would have 10 and 9 stream impacts, respectively. The Near East B-1 alignment would impact streams 8 times.

The DBIS (p. 5-121) correctly identifies that more stream crossings will mean greater likelihood of impacting water quality. This would also mean that multiple crossings of one stream would increase the likelihood of impacting the water quality of that stream. We are particularly concerned with those alignments that not only have a high number of stream crossings (A-9 and A-16) but also cross a particular stream more than one time. Alignment A-9 would cross Goose Creek 3 times and alignment A-16 would cross Harrods creek 3 times. The B-1 alignment would cross Lancassange Creek 3 times.

The Downtown alignments have the least number of direct stream impacts. Depending on which table the reader consults, the C-1 and C-3 alignments would each have either 1 or 2 stream impacts. The C-2 alignment would have 0 or 2 stream impacts. Table 3.6-7 identifies no stream impacts for the In-place Kemnedy Interchange option, and 1 stream impact for the Relocated Kemnedy Interchange option. The one bridge/highway alternative that utilizes one of the Downtown alignments with the In-place Kennedy Interchange would have far fewer direct stream impacts and potential impacts to water quality than any of the East End alignments.

Indirect and Cumulative Impacts: Table 5.10-2 indicates that induced development will create additional need for stream crossings in some sensitive watersheds for accessibility and utilities for all of the Far East and Near East alignments. The DEIS indicates that the Downtown alignments will probably not create a need for additional stream crossings for accessibility and utilities.

Interchange areas are identified in the DEIS as most susceptible to induced development from a bridge/highway project. Table 5.10-2 states that "Induced development will create additional need for stream crossings in sensitive Lancassange Creek and Goose Creek watersheds to provide accessibility and utilities." The B-1 alignment would cross Lancassange Creek in Indiana 3 times and cross one of its tributaries. We note that the interchange closest to the Ohio River (Utica Pike interchange) proposed for the B-1 alignment is located at Lancassange Creek. The location of this interchange is not conducive for protecting the water quality of Lancassange Creek and its associated wetlands, and riparian and upland forest that most likely contribute to the protection of water quality in Lancassange Creek.

The Lentzier Creek area in Indiana is identified as the most likely area to experience induced growth. The A-2, A-13, A-15 and A-16 alignments all traverse the Lentzier Creek watershed and its northern tributaries. These alignments include a proposed interchange at Salem Road. Sheet 2 of 15 in Appendix A-1 and Figure 4.8-1a depict the location of the proposed bighway and Salem Road interchange. They show that the interchange is located within or near several forested areas of various Lentzier Creek tributaries. The direct impacts to these tributaries and the indirect and cumulative impacts due to expected induced growth caused by an East End bridge/highway will most likely have adverse impacts on the quantity and quality of water in Lentzier Creek.

Goose Creek and Harrods Creek watersheds are identified in the DEIS as already susceptible to development pressures. Goose Creeks is crossed 3 times by alignment A-9. Alignments A-2, A-13, and A-15 all cross Harrods Creek once and A-16 crosses Harrods Creek 3 times. The DEIS claims that the tunnels under the Drumanard Property proposed with alignments A-13 and A-15, may decrease accessibility and induced development for property along U.S. 42 in Kentucky.

Alternatives: The one bridge/highway alternative that utilizes one of the Downtown alignments will have fewer direct, indirect and cumulative impacts on streams in the study area than any of the East End alignments. If the two bridges/highway alternative is chosen as the preferred alternative, we recommend careful consideration of all stream impacts, including whether the alignment has first avoided, then minimized stream impacts, and then whether there are feasible mitigation measures that will be utilized to rectify any unavoidable impacts to these streams.

The FEIS should identify whether the preferred alternative with its associated alignment(s) and Kennedy Interchange option, is the least environmentally damaging practicable alternative that satisfies the Purpose and Need per Clean Water Act Section 404(b)(1) guidelines (Title 40 of the Code of Federal Regulation, Section 230).

Mitigation: The DEIS proposes bridging across all of the named streams and some of the unnamed tributaries. EPA encourages bridging across the floodplains associated with streams, when feasible, in order to minimize impacts on flood flow and wildlife corridors. The DEIS also lists proposed mitigation measures to help protect surface water quantity and quality during construction and operation of any of the alignments. The FEIS should include the specific measures that will be implemented for the preferred alternative.

Based on the information provided in the DEIS, it is unclear whether or not local

communities have zoning and/or land use plans or other provisions, for protecting and/or enhancing the water quality of their unimpaired and impaired streams. The DEIS does not reference the pertinent sections of the various local communities' planning and regulatory provisions that detail the protective measures that would be used for protecting and enhancing their aquatic resources. The FEIS should document or reference this information for the preferred alternative with its associated alignment(s) and Kennedy Interchange option.

Groundwater and Wellhead Protection

Based on our review of the DEIS, the project will not impact an EPA designated Sole Source Aquifer (SSA) in Kentucky or Indiana.

Page 5-119 states that Aliguments A-2, A-13, A-15, A-16 would impact the proposed Wellhead Protection Area (WHPA) proposed by the Louisville Water Company (LWC) in Kentucky. In Indiana, the DEIS (pp. 4-86, 4-87, 5-118 and 5-119) indicates that alignment B-1 would cross the Babb wellfield in a proposed WHPA along the Ohio River in Clark County. The Babb wellfield contains 13 wells and is one of two wellfields in the proposed WHPA.

The DEIS indicates that the Babb wellfields are managed in accordance with The Southern Indiana Operations of Indiana-American Water Company, Inc. (INAWC) Wellhead Protection Management Plan (Plan). Details of the Plan are not provided. However, the DEIS (pp. 5-118 and 5-119) indicates that the Indiana Wellhead Protection Rule limits activities within a 200-foot sanitary setback, including roadways, paved and unpaved surfaces accessible to transportation activities. Please clarify whether or not this rule applies to the Babb wellfields.

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Based on information provided in the DEIS, it is unclear whether the East End alignments will adversely impact the aquifers that are utilized by the wells in the WHPAs. Please clarify the extent of the potential impacts from the project, and how the Wellhead Protection Areas would be managed with respect to these impacts. Please clarify the regulatory and non-regulatory controls for the WHPAs. Please document in the FEIS the coordination with local water suppliers.

We are particularly concerned whether or not an accidental spill on the highway or bridge through or near a WHPA, could potentially contaminate the aquifers utilized by these wellfields. Also, clarify whether or not the placement of bridge piers through the aquifer(s) utilized by these wells could act as conduits for contamination of the aquifer(s) either during construction or operation of the bridge/highway.

If applicable, provide the prevention measures that will be incorporated into the design, construction, and operation of the bridge and highway to protect the water quality of the aquifers utilized by wells in the WHPAs. EPA encourages the sponsors of the project to contact representatives of the State of Kentucky Wellhead Protection Program (WHPP) and the Groundwater Section of the Indiana Department of Environmental Management and include them in the planning process and keep them informed of the project's progress.

In addition, the DEIS (p. 4-87) states there are additional wells, owned by the State of Indiana, exist just east of the proposed Indiana WHPA. The FEIS should identify whether or not these wells are used as drinking water supply wells and whether they would be adversely impacted by any of the East end alignments. The FEIS should also include mitigation measures for these wells, if applicable.

Karst Topography

The identification and location of karst features, and their relation to the alignments under consideration, are not included in the DEIS. Page 5-124 of the DEIS states, in part, that karst

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features and their relationship to the preferred alternative will be determined by INDOT in cooperation with IDNR, IDEM and US FWS, Bloomington Field Office during the project design phase. The FEIS should say what agencies will identify karst features for the Kentucky side.

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However, in order to identify any potential significant impacts to karst features associated with the various alignments, it would seem appropriate that the survey would have been done and results included in the DEIS, in order to compare impacts on karst features from the alienments currently under consideration.

We recommend that the FEIS provide the survey information, and include an explanation on how impacts to karst features, if applicable, were considered in identifying the preferred

Habitat: The DEIS (pp. 5-109 and 5-110) identifies caves, underground streams. sinkholes and springs as karst features. Karst features occur in area limestones, particularly along the bluffs of the Ohio River in both Indiana and Kentucky. A variety of species use this habitat type, including the endangered Gray and Indiana Bats (p. 5-110). Habitat issues related to karst topography should be discussed in further detail in the FEIS.

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Groundwater: Groundwater is extremely sensitive to contamination from the surface in karst regions. Efforts should be taken to identify sinkholes that could be impacted by storm water runoff. When sinkholes are identified, steps should be taken to ensure that runoff does not adversely affect aquifers.

Please clarify whether there are any private wells which could be impacted by storm water discharging to karst features. Issues associated with the Riverbank Infiltration Program in Kentucky should be given serious consideration when choosing the preferred alternative and if applicable, an East End alignment. This project should be planned in cooperation and consultation with the local public water suppliers and representatives from the Kentucky and Indiana Wellhead Protection Programs. EPA encourages the sponsors of the project to contact representatives of the State of Kentucky Wellhead Protection Program (WHPP) and the Groundwater Section of the Indiana Department of Environmental Management and include them in the planning process and keep them informed of the project's progress.

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Mitigation: The FEIS should include the mitigation measures, if applicable, that will be implemented to address impacts associated with karst features.

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Endangered Species

We note that federally-protected species are listed for the area by the U.S. Fish and Wildlife Service (FWS). EPA principally defers to the FWS regarding endangered species assessments, and encourages FHWA, INDOT, and KTC to continue coordination with the FWS as appropriate. We recommend that the FEIS describe how the preferred alternative avoids, minimizes or mitigates potential impacts to these species.

K.35

Table 4.7-1, Federally Threatened and Endangered Species Potentially Occurring in the Project Area, in the DEIS indicates that the federally-endangered Gray bat was found during biological surveys for this project in the Little Goose Creek drainage area, the junction of Goose Creek and Little Goose Creek, and in the Lancassange Creek drainage area. The federallyendangered Indiana bat was found during the biological survey in the Goose Creek drainage. The riparian forest in these drainage pathways provide habitat for the Indiana and Gray bat.

Alignments that would directly impact these drainage areas are A-9 and B-1. In addition, the DEIS (p. 5-114) states that [the Indiana and Gray bat] may occur anywhere within the project

Hazardous Substances

Page 4-114 states that a database search was performed to identify potential hazardous waste sites in the project area. Please clarify which database was searched. The DEIS does not mention whether any of the listed sites are regulated under CERCLA or RCRA, and what the regulatory status of those sites are.

N.6

The sources of the Phase I, II, and III data mentioned in the DEIS needs clarification; the sources of the information shown in Table 4.12-1 are not specified. In addition, it is unclear whether the information comes from a recent survey, from a file search of historical records, or

N.7

The figures in this section show aerial photographs of hazardous materials sites. Please clarify whether the sites shown are listed in CERCLIS, RCRIS, and/or other specific databases. In addition, give further detail on whether they are regulated as large or small quantity hazardous waste generators, treatment, storage, and/or disposal facilities, etc.



The proximity of the potential project construction alignments to the hazardous substance sites is unclear. A map showing where the potential alignments are in relationship to the sites would be helpful.

N.2

On page 4-117, the acronym "ACM," listed next to Clark Nichols Quarry, needs to be defined.

N.9

Finally, if hazardous waste site remediation is needed in order for project construction activities to proceed, the DEIS should mention how the FHWA, INDOT, and KTC plan to coordinate these activities with EPA and the appropriate State agencies. Although Page 4-115 mentions that one property received a recommendation for Phase III (remediation), the DEIS does not mention the regulatory status of this site under EPA or Indiana state authorities, or whether there are any existing plans by these agencies and/or the Potentially Responsible Party (PRP) for site remediation.

N.10

Cultural Resources/Historic Preservation

EPA recognizes that numerous and significant issues exist regarding potential adverse effects to cultural resources from the proposed project. We also are aware of the ongoing National Historic Preservation Act Section 106 consultation with the Advisory Council on Historic Preservation and the State Historic Preservation Officers. Therefore, EPA defers to the parties involved in the Section 106 consultation to consider and to address those potential adverse effects associated with the proposed project.

Information provided in the DEIS identifies numerous cultural and historic resources which could potentially be impacted by all the alignments and the Kennedy Interchange options. We recommend that FHWA include the results of the Section 106 consultation process in the FEIS. This will insure that any adverse effects to cultural/historic resources, and possible mitigation measures for adverse effects, are identified for each alignment, and taken into consideration when selecting the alignment(s) and options that comprise the preferred alternative identified in the

F.26

Relocation of Businesses & Residences

It appears as though the Near East and the Downtown alignments, (B-1, C-1, C-2, C-3), result in the highest residential and/or commercial relocations. B-1, the Near East alignment, impacts 252 residences, 24 businesses and 5 community resources. These numbers are substantial.

According to the document, alignment B-1 would not support development in parts of Indiana and Kentucky that are designated for future development, nor would it support the downtown revitalization effort. The Downtown alignments C-1, C-2, and C-3 impact 115, 21, and 160 residences, respectively, and 30, 40 and 75 businesses, respectively.

Alignments C-1 and C-3 both result in substantial impacts to businesses and residences. Based on the information provided in the document, C-2 is the alignment that appears to have the fewest residential and commercial impacts, among the Near East and Downtown alignments.

Social Impacts & Environmental Justice

Demographics: The Louisville Metropolitan Area (LMA) has an overall minority population of 17.4 percent. The percentage of African Americans (14.7%) within the LMA is almost twice that of the overall African American population of Kentucky/Indiana (7.3/8.4%). A majority of which resides in Jefferson and Clark Counties. According to the document, the majority of the low-income and/or minority populations appear to reside near the Downtown alignments C-1, C-2 and C-3 (which include areas that have been classified as empowerment/enterprise zones by the federal government).

Economic Impacts: According to the document, many projected jobs in urban environmental justice areas of Louisville (i.e., Jefferson County) will be lost to the eastern part of the LMA or across the river to Indiana if the projected eastern development occurs. Even though this shift may result in an overall regional gain in jobs, areas that are in need of revitalization, such as downtown Louisville and surrounding potential environmental justice areas of concern, may be adversely impacted. While the DEIS acknowledges that economic redistribution will occur, it is unclear how these issues are being addressed or if there are opportunities to unimize or mitigate for these losses. These concerns should be addressed in the FEIS.

Community Impacts: It appears as though the Near East and the Downtown alignments (B-1, C-1, C-2, C-3) result in the highest residential and/or commercial relocations. B-1, the Near East alignment, impacts 252 residences, 24 businesses and 5 community resources. These numbers are substantial.

According to the document, alternative B-1 would not support development in parts of Indiana and Kentucky that are designated for future development, nor would it support the downtown revitalization effort. The Downtown alignments C-1, C-2, and C-3 impact 115, 21, and 160 residences, respectively, and 30, 40 and 75 businesses. Alignments C-1 and C-3 both result in substantial impacts to businesses and residences. Based on the information provided in the document, C-2 is the alignment that appears to have the fewest residential and commercial impacts among the Near East and Downtown alignments.

However, the C-2 alignment will also isolate west Louisville from downtown Louisville. According to page 3-42 and comments from western alignment residents, C-2 would have significantly more community impacts, since it would impact the neighborhoods along 9th Street in downtown Louisville, and create changes in access and affect community cohesion. C-2 would

also have other significant environmental justice concerns with regard to lower income and minority populations.

Page 3-42 states that risk of discovering contaminated materials on the Downtown alignments (C-1, C-2 and C-3) "...is high, due to documented past industrial uses that existed or continue to exist in downtown Louisville and Jeffersonville, Indiana." This information was contained in the discussion of preliminary alignments (Section 3.4.3), but it should also be incorporated into the section on environmental justice/social impacts. In addition, it is unclear how these issues and impacts will be addressed or resolved. This information should be provided in the FEIS.

FEIS.

In summary, the document states that disproportionate impacts for environmental justice areas adjacent to the C alignments such as noise, vibration, community cohesion, hazardous

materials, visual aesthetics etc., can be mitigated. Specific mitigation measures should be included in the FEIS.

Environmental Justice Data: Table 4.1-3 on page 4-5 in Chapter 4 (Affected)

Environmental Justice Data: Table 4.1-3 on page 4-5 in Chapter 4 (Affected Environment) shows per capita incomes for 1989 for the proposed project area. Is there more recent data available for per capita incomes comparable to the population data found in table 4.1-22

Table 5.1-14, which presented a summary of Census Data in the LMA, is confusing because of the way it is labeled and organized. The title should clarify whether the information refers to data for the county or data for the corridor. For example, the column entitled "number of block groups" should be identified as "number of block groups in the county." All of the county information should have been grouped next to each other, (i.e., number of block groups in the county, number of minority poverty block groups in the county, etc.), and the same thing should have been done with the corridor information.

E.14

E.11

E.12

E.13

It is also unclear how the poverty and minority percentages for the five county LMA were derived. When you average percent poverty data for the five counties, one does not get the numbers shown in the figure. Therefore, these figures should be more clearly explained or re-examined. The document also mentioned that only data for block groups and single blocks that had the potential to be directly impacted by the Ohio River Bridges Project are presented in the table.

An explanation should be provided in the document that explains why it is not necessary to also include block groups that may be indirectly impacted by this project. The NEPA document should address direct, indirect and cumulative impacts of the proposed project on environmental justice communities.

E.16

Sustainable Development Issues

A sustainable decision takes into account the entire region, for present needs as well as the impact on future generations. The decision to build should begin within the region coming together to develop a community vision for the area for current and future generations. In this instance, the two states have come together to decide where and how to grow. Broad public participation seems to have occurred in numerous public meetings and listening sessions. The process resulted in the Jefferson County Cornerstone 2020 report, the goal of which is to maintain the highest level of transportation systems and to establish connections between land use and mobility.

Recommendations, based on lessons learned in other communities: EPA recognizes that

E.17

its role in land use decisions is one of providing information, and that local and state governments have jurisdiction over land use decisions. However, we can assist in the process of making sound infrastructure decisions. We therefore provide the following suggestions:

- 1. Create policies for potential developers that support smart growth (e.g., better measures of consumer demand; tools to increase the availability of financing for mixed use and transit-oriented development).
- 2. Establish standards that will encourage smart growth (school siting, road design, sewage capacity, and open space preservation); examine ways to help the public minimize reliance on personal motor vehicles.
- 3. Consider impacts beyond the immediate impacts of construction. The cumulative impacts on the environment, community, and historical values, as well as the fiscal impact of new services and the community's ability to comply with air and water quality goals.
- 4. In addition to roadways, consider a variety of transportation alternatives, including biking, car pooling, walking and transit. Create transportation options. Investigate why so few people use the transit system and provide education and modifications to encourage transportation options. Reduce automobile dependency.
- 5. Ensure all communities affected by the proposed bridge(s) have input to shape the region for a sustainable future. Sponsor community forums to provide the public with input on future development. Select what new development follows the construction of the bridges, in a way that minimizes the environmental and social impacts.
- 6. Population and growth statistics generally cited are from 1990 Census data. With 2000 data easily available, this newer data source would provide the best foundation for decision-making.

Smart growth can encourage planned development in a way that grows healthy, prosperous communities, and finds a balance between economic growth and environmental protection. We must help communities grow economically, without sacrificing quality of life.

Sustainable development means shaping growth and development patterns that not only serve the immediate and near future needs of a community, but do not foreclose opportunities for the community in their long term future.

FISH & WILDLIFE COMMISSION
'Mike Roatwright, Paducah
Tom Baker, Bowling Green, Chairman
Allen K. Gailor, Louisville
Charles E Bale, Hodgenville
Dr. James R. Rich, Taylor Mill
Ben Frank Brown, Richmond
Joug Hensley, Hazard
Dr. Robert C. Webb, Grayson
David H.Godby, Somerset







COMMONWEALTH OF KENTUCKY DEPARTMENT OF FISH AND WILDLIFE RESOURCES C. THOMAS BENNETT, COMMISSIONER

December 7, 2001

Mr. Alex Barber Commissioner's Office Department for Environmental Protection 14 Reilly Road Frankfort, KY 40601

> RE. Project No. SERO2001-100, Louisville-Southern Indiana Ohio River Bridges Project Draft EIS, Volumes I and II, Jefferson County, Kentucky.

Dear Mr. Barber

Members of my staff have reviewed the above-referenced document. Accordingly, we offer the following comments and recommendations

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has no objections to any of the proposed alternatives. However, the document lacks sufficient detail to fully evaluate the various alternative impacts since some aspects, such as wetland mitigation, will not be fully developed until more detailed plans are available. Therefore, we recommend the least damaging alternative to natural resources and their habitats be selected as the preferred alternative.

KDFWR has several concerns that we feel should be identified and corrected in the Final EIS. Those are:

In Section 5.7.3 Threatened and Endangered Species (page 5-115) the clearing dates to protect Indiana bat are identified as "between October 15 and March 31". This date has been changed by the resource agencies and is now between November 15 and March 31 each year. This should be corrected.

K.10

2) In Section 5.10.6 Mitigation (page 5-156) the document states that wetland mitigation will be developed to "address the replacement of wetland functions and values". KDFWR concurs with that strategy and recommends that any wetland mitigation plan that is developed follow the format that was published by the Louisville District Corps of Engineers and is titled "Wetland Compensatory Mitigation and Monitoring Plan Guidelines for Kentucky".

L.5 L.8

3) Table 4.7-2 State Threatened and Endangered Species Potentially Occurring in the Project Area (page 4.74) lists the Peregrine Falcon as only being observed flying over the Ohio River. This species has been documented as nesting on the Kennedy Bridge (1-65) for the past several years and may have nested on the Clark Memorial and Big 4 bridges in past years. The establishment of a nesting criticity in the downtown area of Louisville should be noted





Arnold L. Mitchell Bldg. #1 Game Farm Road Frankfort, Ky 40601 An Equal Opportunity Employer M/F/D Page Two Mr. Barber December 7, 2001

- 4) Section 5.7.3 Threatened and Endangered Species (page5-116) addresses Environmental Consequences of the alternatives on State listed species but fails to adequately address impacts to the nesting pair of Peregrine falcons in the Kennedy Bridge vicinity. Construction of a new bridge on either side of the Kennedy Bridge in addition to modification of the Kennedy Bridge itself could have significant impacts to this species. Extended disturbance could result in the abandonment of this breeding territory. Currently, the painting of the Kennedy Bridge has resulted in the existing nesting pair not to breed in the area during the past year. KDFWR recommends the Final EIS examine the impact of Alternatives C1 and C3 on the nesting pair of Peregrine falcons.
- Section 5.8.5 Mitigation for Waterways and Riparian Vegetation (page 5.123) discusses that the size, shape and stability of natural stream channels will be used as a basis for designing replacement channels. KDFWR concurs with the statement, although we would prefer to use the word "streams" rather than channel. However, this section does not discuss the need for additional mitigation to offset impacts to streams that are lost through time. Just as with wetlands, replacement streams do not function at their capacity immediately. Therefore, KDFWR feels that it is prudent that additional stream mitigation be developed, even for those streams that are only being replaced where there is no permanent loss of stream length. KDFWR recommends that stream mitigation is developed at a 2.1 ratio and if on-site stream mitigation cannot be accomplished, then off-site mitigation should be developed.

If your agency or the project sponsor have any questions or would like to discuss our comments, please feel free to contact Mr. Wayne L. Davis, Environmental Section Chief, at 502/564-7109, ext. 365.

We appreciate the opportunity to comment.

Dona Dem

C. Tom Bennett Commissioner

Sincerel

CTB/WLD/kh

cc: Edwin F Crowell, Asst Director, Division of Fisheries
Kerry W Prather, Central Fishery District Biologist
David E McChesney, Bluegrass Wildlife Regional Supervisor
Tim Slone, Wildlife Diversity Program Coordinator
Lee A Barclay, USFWS, Cookeville, TN
Environmental Section Files

K.7

L.6

JAMES E. BICKFORD SECRETARY



PAUL E. PATTON GOVERNOR

COMMONWEALTH OF KENTUCKY

NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET DEPARTMENT FOR ENVIRONMENTAL PROTECTION

FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

February 12, 2002

John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 West Broadway Frankfort KY 40601-1922

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ADA		
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HPE		
HTS		
cc: John Carr – KYTC Charles Raymer – CTS		

Louisville-Southern Indiana Ohio River Bridges Project Draft EIS, Volumes I and II (SERO

2001-100)

Dear Mr. Ballantyne:

The Natural Resources and Environmental Protection Cabinet (NREPC) serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection coordinates the review for Kentucky State Agencies.

The Kentucky agencies listed on the attached sheet have been provided an opportunity to review the above referenced report. Responses were received from 5 (also marked on attached sheet) of the agencies that were forwarded a copy of the document. Attached are comments from the Kentucky Divisions of Water and Waste Management, the Kentucky Department of Fish and Wildlife Resources and the Kentucky Nature Preserves Commission. If you have not, you may want to insure that the Lousiville Jefferson County Air Pollution Control Board has had an opportunity to comment on this document.

If you should have any questions, please contact me at (502) 564-2150, ext. 112.

Sincerely,

Alex Barbe

State Environmental Review officer

Enclosure



NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET ENVIRONMENTAL REVIEW

Louisville-Southern Indiana Ohio River Bridges Project Draft EIS.. Volumes I and II

The following agencies were asked to review the above referenced project. Each agency that returned a response will appear below with their comments and the date the project response was returned.

C denotes Comments
NC denotes No Comment
IR denotes Information Request
NR denotes No Response

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REVIEWING AGENCIES:

Division of Water	comments
Division of Waste Management	comments
Division for Air Quality	nc
Department of Health Services	
Economic Development Cabinet	
Division of Forestry	
Department of Surface Mining Reclamation & Enforcement	ns
Department of Parks	
Department of Agriculture	
Nature Preserves Commission	comments
Kentucky Heritage Council	
Division of Conservation	
Department for Natural Resources	ns
Department of Fish & Wildlife Resources	comments
Transportation Cabinet	ns
Department for Military Affairs	





(16)

PAUL E. PATTON GOVERNOR

· COMMONWEALTH OF KENTUCKY

NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET DEPARTMENT FOR ENVIRONMENTAL PROTECTION

FRANKFORT OFFICE PARK 14 REILLY RD FRANKFORT KY 40601

December 5, 2001

Division of Waste Management

Comments for Project #SER02001-100

The Division of Waste Management would be concerned that all solid waste generated by this project be disposed at a permitted facility.

Q.24

Another concern is that during this type of project, old regulated and non-regulated underground storage tanks may be encountered, as well as other contamination. Should tanks or contamination be encountered they must be properly reported and remediated.

N.18



JAMES E. BICKFORD



PAUL E. PATTON GOVERNOR

5-118

COMMONWEALTH OF KENTUCKY

NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET DEPARTMENT FOR ENVIRONMENTAL PROTECTION

FRANKFORT OFFICE PARK 14 REILLY RD FRANKFORT KY 40601

MEMORANDUM

TO:

Alex Barber

State Environmental Review Officer

Department for Environmental Protection

FROM:

Timothy Kuryla TK

EIS Coordinator

Division of Water

DATE:

February 12, 2002

SUBJECT:

DEIS, Possible Bridge Locations over the Ohio River (Jefferson County). SERO

011109-100

The Division of Water has reviewed the Draft Environmental Impact Statement, prepared by the Kentucky Transportation Cabinet and the Indiana Department of Transportation, regarding the construction of an I-265 bridge and a downtown Louisville bridge over the Ohio River (Jefferson County).

The Division of Water reviewed the Scoping Notice (SERO 990820-49) for the proposed project. The Division's September 30, 1999 response appears in DEIS Appendix C.7, Scoping Document, and Purpose and Need Statement Coordination. The Division's SN comments stated the matters the Division desired discussed in the next document (presumed to be an Environmental Assessment). These comments were addressed. For example, the Division requested that Sections 212 and 213 of the Transportation Cabinet's Standards and Specifications for Road and Bridge Construction (SSRBC) be cited in lieu of outlining the proposed Best Management Practices (BMPs). This was done in the DEIS (see 5.7.1 Mitigation on page 5-109).

The DEIS shows proposed alignments. The Division's DEIS comments address matters the Division desires raised in the Final EIS. The Division's comments center on the proposed I-265 bridge.

WATER QUALITY

5	ENVIRONMENTAL CONSEQUENCES	
5.8	Water Resources	
5.8.1	Surface Water	Pages 5-117 &
582	Cround Water	Pages 5,118 &



SERO 011109-100

Page 2

The Louisville Water Company (LWC) BEP water treatment plant is located on Transylvania Avenue off River Road. The surface water intake is located at approximately Ohio River, River Mile (RM) 386.7. Settling ponds are near the Ohio River from approximately RMs 386.15 to 387.0. The LWC has a radial collector well located adjacent to approximately RM 386.85. Two more radial collector wells are planned adjacent to approximately RMs 386.6 and 380.0. The wells and the water treatment plant are to be connected by a tunnel. Eventually, the BEP might switch from surface water to ground water for its raw water source.



J.13

Proposed I-265 bridge alignments A2, A16, A15, and A13 (as pictured in Figure S.2-1) cut through the BEP property. A15, A16, and A2 directly affect the settling ponds. The alignments would require at least reconfiguration of these ponds and at most would require their relocation. Given the sites of these proposed alignments, settling pond relocation would prove difficult. Even if the settling ponds locations were resolved, the Division of Water is concerned about spills and ordinary storm drainage from these alignments reaching the BEP settling ponds and water treatment plant.

J.13

J.14

The proposed I-265 bridge alignments A2, A16, A15, and A13 affect the wellhead protection area of the existing and proposed radial collector wells. These wells are in an unconfined alluvial aquifer. Road spill and ordinary drainage from these alignments will reach the wellhead protection area and can shut down the water supply for 800,000 people.



Consequently, the Division of Water finds alignments A2, A16, A15, and A13 inappropriate. From a water quality perspective, the Division does not object to alignments A9 or R1

Bruce McKinney, Groundwater Branch
 Tom Skaggs, Drinking Water Branch

DONALD S. DOTT, JE DIRECTOR



110 V.

PAUL E. PATTON GOVERNOR

COMMONWEALTH OF KENTUCKY

KENTUCKY STATE NATURE PRESERVES COMMISSION

801 SCHENKEL LANE FRANKFORT, KENTUCKY 40601-1403 (502) 573-2886 VOICE (502) 573-2355 FAX

December 7, 2001

Mr. Alex Barber Department for Environmental Protection Commissioner's Office 14 Reilly Road Frankfort, KY 40601

Dear Mr. Barber:

I am responding to the Draft EIS for the Ohio River Bridges Project (SERO2001-100).

In general, the greater the distance any bridge is from Six Mile Island State Nature Preserve the less the preserve will be impacted and this, of course, is preferred by the Commission. Two rare species, the varicose rock snail and eel grass, (both are state special concern species) have been known to occur within and/or near Six Mile Island State Nature Preserve. The placement of bridge support piers and the possibility of water pollution resulting from a new bridge could adversely affect these two organisms. Also, increased noise levels from a bridge placed near the nature preserve could negatively affect wildlife that might otherwise use the island for nesting, feeding and roosting and thereby reduce its aesthetic and ecological value.

I specifically want to respond to one of the recommended bridge alignments (A-9). On page 3-38, the Draft EIS states that alignment A-9 was recommended for evaluation. On page 6-33, the Draft EIS states that the A-9 alignment crosses the buffer strip upstream of the island and that the bridge support piers will likely be placed within the buffer area. This is a serious difficulty for the Commission since the "buffer strip" is dedicated as part of Six Mile Island State Nature Preserve and therefore is afforded the same status and protection as the island itself. KRS 146.475 states, in part, that nature preserves "shall not be taken by another public body through eminent domain or otherwise for any other use, except after a finding by the commission of 'the existence of an imperative and unavoidable public necessity for such other public use". As the EIS process continues the buffer strip must be given the same consideration as Six Mile Island

K.37

K.42



AN EQUAL OPPORTUNITY EMPLOYER M/F/D

Page 2 - Draft EIS for the Ohio River Bridges Project (SERO2001-100)

itself. If it is possible to design a bridge using the A-9 alignment that does not require support piers on the nature preserve, which includes the buffer area, a significant impediment can be avoided.

Should you need additional information regarding this matter I will be eager to provide it at my earliest convenience.

Cordially,

Donald S. Dott, Jr. Executive Director

DD/DLS

Enclosure

02/25/2002 17:57 5022236735 HISTORIC



FHWA KENTUCKY Southern Regional Office Grisamore House 113 West Chestnut Street mville. IN 47130 812 264 4534 Fax: 812 285 9921

February 25, 2002

Mr. John Ballantyne U.S. Department of Transportation Federal Highway Administration 330 West Broadway Frankfort KY 40601

Dear Mr. Ballantyne:

Thank you for the opportunity for Historic Landmarks Foundation of Indiana (HILFI) to act as a consulting party on the Louisville-Southern Indiana Ohio River Bridges Project. The below comments reflect our assessment of the Draft Environmental Impact Statement (DEIS) for the project, as well as the consultation process itself:

Purpose and need

HLFI's project documentation response letter of August 20, 2001 included our assessment that the project's Purpose and Need did not justify the construction of an eastern bridge. This assessment was based upon the environmental contamination and lack of funds for cleanup at the former Indiana Army Ammunition Plant. As Jane Cassady noted in that letter. "This tract of 6,590 acres is not totally accessible for redevelopment for the next 17 years and the [Department of Defense] has identified an area of workers consemination and orthouse that can never be developed. For this reason alone, the propose and need of the eastern bridge is questionable. Cornecting a federal highway to this tract would be questionable use of faderal funds until the contamination issue is resolved." This office's view of the subject remains unchanged in light of the information presented in the DEIS and particularly in light of the Department of Defense's post-September 11 budget priorities.

Identification and assessment of historic resources

The identification of historic resources in Indiana is still incomplete, both within the basic and the broad Area of Potential Effects. It is unfortunate that the consulting parties have not yet received information on historic resources located within the expanded APE. Also unformate is the fact that the consulting parties have not yet met as a group to discuss disputed historic properties and those identified in the expanded APE, as was done for Kentucky resources at the January 23, 2002 meeting. The lack of information compromises the ability of HLFI and other Indiana consulting parties to provide meaningful input into the Section 106 and NEPA processes.

The former Army Ammunition Plant is an area of particular concern in regard to the expanded APE. The 1995 cultural resources management plan for the facility identified over a thousand potentially National Register-eligible structures on the property. However, that inventory was apparently never completed, nor was the implementation agreement for the plan ever executed; thus, it is critically important that the information on these resources is received from the

F.5

A.8

Mr. John Ballantyne Page 2 February 25, 2002

consultants, disseminated and discussed before these resources are lost. Issues such as the potential National Register eligibility of a rural historic district in eastern Clark County must still be resolved.

The overall level of documentation and discussion that has been afforded Kentucky historic resources as compared to Indiana continues to raise questions as to whether Kentucky and Indiana resources have been assessed and treated equally. Similarly, eastern and downtown resources do not always appear to have been evaluated equally, as in the DEIS where discussion of home values included riverfront properties in Utica, but not in downtown Jeffersonville (4-17).

Archaeological resources

The ability of HLFI and other consulting parties to provide meaningful comment on archaeological resources has been compromised by the lack of information that was provided in the DEIS. While it is appropriate and understandable to protect these resources by limiting information on their locations, the paucity of other information makes it near impossible to comment. This is particularly true in the case of the above-ground resources such as the lime kilns near Utica. The reasons why these resources were treated as archaeological sites rather than historic were never clarified. The discussion of the potential impacts to these sites was quite vague, making it very difficult to understand and assess these impacts. Downtown, although the DEIS states that a high likelihood remains of encountering intact archaeology below fill materials' (5-93), that potential does not appear to have been adequately explored or addressed. Known resources such as Playsquare Park cemetery were identified in earlier reports but were not acknowledged or discussed in the DEIS.

The DEIS did not adequately address the cumulative and secondary effects of construction, including the impacts of vibration (during road construction and use), related road improvements (i.e. Highway 62 and Utica-Sellersburg Road), ramps and access roads, and highway-induced development. These effects were not quantified or in some cases even addressed.

H.1

No baseline noise measurements in downtown Jeffersonville appear to have been made away from the immediate vicinity of Kennedy Bridge. These measurements would have allowed a more accurate assessment of the noise impacts that would be created by alignments C-1 and C-3, which will likely be more wide-spread than the DEIS suggests.

Consultation process

The consultation process is defined by 36 CFR 800 as 'the process of seeking, discussing, and considering the views of other participants and, where feasible, seeking agreement with them regarding matters arising in the Section 106 process.' The lack of interaction and dialog between consulting parties did not make this possible to the extent necessary for a project of this magnitude.

HLFI also has a number of concerns about the DEIS's treatment of several individual properties and historic districts in Indiana

Mr. John Ballantyne Page 3 February 25, 2002

DOWNTOWN

Old Jeffersonville Historic District (#ID-HC-5)- The DEIS does not consistently
acknowledge that the district was in fact listed in the National Register in 1987 and is not merely
eligible.

The area of possible noise and visual impacts from alignments C-1 or C-3 seems to be sorely underestimated. No baseline noise measurements appear to have been taken in the district away from the immediate areas of the Kennedy Bridge, therefore making it impossible to determine the extent of potential noise increases. Significant noise from the Kennedy extends at least as far east into the district as Mulberry Street, and it seems reasonable to expect that the noise impacts of a new bridge located adjacent to the Kennedy would extend at least that far, if not farther in the case of alignment C-1. Also, alignment C-3 is estimated to cause an 11 dBA increase in noise levels, which is described as 'a substantial exceedence for residential land use' (5-79). However, C-3 is deemed to have no adverse effect despite the residential usage of much of Riverside Drive.

The potential visual impacts of alignment C-1 on the district were difficult to assess. The bridge design used in the graphic illustrating visual impacts did not include a substantial superstructure; however, the ultimate design for that bridge could be much different, leading to a much greater visual impact on the district.

The removal of five contributing structures that would be required by alignment C-1 would have a severe impact on the Old Jeffersonville Historic District. The further intension into the district by the interstate and its related noise, pollution (both light and air) and vibration would greatly lessen the integrity of the district and the quality of life of its residents. When I-65 was constructed, Jeffersonville lost the entire Irish Hill neighborhood, which was adjacent to what is now the Old Jeffersonville Historic District and would likely have been incorporated into it. The loss of Irish Hill is still keenly felt today and it would be a shame to compound that loss with further demolition of the historic downtown district.

- <u>City School</u> (ID-HC-61048) We agree with the DEIS assessment that alignment C-2 would have no effect; however we disagree that C-1 and C-3 would have no adverse effect. Although the school building is currently vacant, the projected noise increase of 13 dBA for either of the latter two alignments would seriously limit the potential reuse options for this building.
- Train Depot (ID-HC-61007) Although the noise and visual impacts of any of the bridge
 alignments do not appear to be adverse, the noise, visual and vibration impacts caused by the related
 improvements to the access road located immediately adjacent to the depot are of some concern.
 These effects should be clarified and quantified rather than dismissed with a vague statement that
 the 'construction of the nearby access road will not change the character of the property's use or
 features' (5-80).
- Colgate-Palmolive Historic District (ID-HC-63001-009) Given the proximity of the C-2
 alignment to the Administration Building, we are concerned about vibration impacts to this resource
 during construction and use. This does not appear to be addressed within the DEIS although it was
 also identified as a concern by the Westerly Group in their Phase II report. More information on
 the proposed locations of ramps and access roads and their impacts on the buildings would have

Mr. John Ballantyne Page 4 February 25, 2002

been helpful, as would have been more information on the building that would be removed by C-2. We agree that alignment C-2 would have a significant adverse effect on this resource.

- Ohio Falls Car and Locomotive Company Historic District (ID-HC-64001-024) As with
 the Colgate Historic District, the proximity of alignment C-2 to historic structures raises concerns
 about vibration impacts of construction and use. Additional information about ramps and access
 roads and the five buildings that would be removed would help with assessment of impacts, as
 would a graphic representation of the visual impact of C-2 on the district.
- George Rogers Clark Memorial Bridge (KD-HC-55023) The DEIS does not consistently identify that the bridge was listed in the National Register (in 1984), rather than being eligible. This resource, particularly the pylons, would be severely compromised by any of the downtown alignments. However, those impacts and potential solutions are never fully clarified or graphically represented. Vibration impacts are also an unaddressed concern for the bridge, pylons, and administration building, given their proximity to any of the downtown alignments and related improvements to US Highway 31.

EASTERN CLARK COUNTY

H.34

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F.38

- * Swartz Farm (IE-HC-45026) We agree that any of the proposed A and B alignments would have a devastating adverse effect on the property. The noise and visual intrusion, division of the farm property and the induced development from any of these alignments would irrevocably alter the farm's character. The issue of the National Register eligibility of a potential historic district including the Swartz-Voight-Marble farm (#45027) and a c.1860 central-passage house (#45026A) also remains to be determined. We disagree with the finding in the Westerly Group's Phase II report that such a district should not be considered eligible: the size of the district and significance and integrity of its resources all appear to be adequate for eligibility.
- * Fry House (IE-HC-45030) We concur with the conclusion that the 8 dBA noise increase with alignment A-9 would be an adverse effect. However, the possible visual impact of that alignment was impossible to evaluate given the information provided. The overall lack of graphic representation of visual impacts to Indiana resources was a continuing problem of the 18 eastern representations in Section 5.11, only one was of Indiana.
- * <u>James A, Smith Farm</u> (IE-HC-45024) We disagree with the assessment that only the area immediately surrounding the house and cemetery would be National Register-eligible, and urge that the boundary issue be referred to the Keeper. The effects (especially noise and visual) of alignments other than A-9 need to be quantified, particularly if the boundaries were expanded to include more of the farmland. We concur that A-9 would have an adverse impact on this resource. The 19 dBA noise increase from that alignment would seriously limit future options for rehabilitation and reuse. Indirect impacts from A-9 such as vibration and induced growth could also negatively effect the character of the farm, especially given its current fragile state.

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F.20, F.41

F.42

F.43

Mr. John Ballantyne Page 5 February 25, 2002

• Federal-style house (IE-HC-45031) - The noise and visual effects to this resource should be quantified, particularly for alignment A-9.

F.44

• Prather Farm (IE-HC-45029) - The visual impacts of B-1 are described as 'minor,' however no graphic is included to show these effects, particularly during the six months of the year when it will not be blocked by foliage.

F.45

. Woods House (IE-HC-45035) - We concur that a 10 dBA noise increase for this residential property from alignment B-1 is an adverse effect. However, we disagree that there would be no adverse visual impact from that alignment. If the house is indeed related to the Underground Railroad, as is believed, then its relationship to the river is a critical element of its character. A bridge with its centerline 540 feet from the property, as would be the case with B-1, would radically alter that relationship.

F.46

At this time we would also like to request that the National Register eligibility of site #55005C be reconsidered. The site includes a c.1915 Craftsman-style house and several outbuildings including a F.47 notable dairy barn. The Westerly Group's Phase II report stated that: "several of the buildings demonstrate early 20th century agriculture, especially dairy farming" which was once a significant industry in the area but few other examples remain in Clark County. Given the potential for adverse effects from alignment B-1, we would request that its National Register eligibility be re-examined.

We would also reiterate the importance of reaching a conclusion on the National Register eligibility of a rural historic district including the Swartz (#45026) and Swartz-Voight-Marble (#45027) farms F.20 and the c.1860 central-passage house (#45026A). The Swartz-Voight-Marble farm would be severely impacted by alignment B-1, while the central-passage house would be taken by any of the A alignments. Since the latter two resources are not considered individually eligible for listing and thus F 41 would not receive the protection accorded to such resources, and to ensure the equal evaluation of Kentucky and Indiana properties, the issue should be referred to the Keeper for resolution.

Please do not hesitate to contact this office should you have any questions or need any additional information. We look forward to continuing to work with the Federal Highway Administration, Community Transportation Solutions and all other parties, to ensure that the transportation needs of this area are addressed in an appropriate manner.

Sincerely,

Laura Dreistadt, Interim Director

Historic Landmarks Foundation of Indiana

Southern Regional Office

Mr. John Ballantyne Page 6 February 25, 2002

J. Reid Williamson, Jr., HILFI Charles Raymer, CTS John Goss, IDNR - DI IPA John Carr, IDNR - DI IPA John Baxter, FHWA



Frank O'Bannon, Governo John Goss, Director

and Archaeology 402 W. Washington Street, W274 Indianapolis 1N 46204-2739. Indianapolis, IN 462 PH 317/232-1646 FAX 317/232-0693

February 25, 2002

Jose Sepulveda Division Administrator, Kentucky Division Federal Highway Administration 330 West Broadway Frankfort, Kentucky 40601

Federal Agency: Federal Highway Administration

Re: "Louisville-Southern Indiana Ohio River Bridges Project: Draft Environmental Impact Statement" (November 2001)

Dear Mr. Sepulveda:

The following are our comments, offered pursuant to the National Environmental Policy Act of 1969 ("NEPA"), on the aforementioned Draft Environmental Impact Statement ("DEIS"). Because we are most accustomed to commenting on Federal undertakings under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, our terminology may at times be borrowed from the Section 106 process. Also, all comments that we offer here regarding the DEIS's discussion of impacts on historic properties under Section 4(f) of the Department of Transportation Act should be considered to be applicable to the NEPA and Section 106 reviews, as well. Furthermore, we wish to have all of our previous comments on this project that we have provided to your office or to your funding applicants or their consultants to be considered for NEPA purposes, unless those prior comments have been superseded or are contradicted by comments in this letter.

Regarding the historic Swartz Farm (IE-HC-45026), we were advised by letter of January 17, 2002, from John Ballantyne of your office, that FHWA now is treating this property part of a Schwartz Farm Historic | F.20 District (along with the Central Passage House (IE-HC-45026A) and the Schwartz-Voight Marble House/Farm (IE-HC-45027), which district your office further is treating as eligible for the National Register of Historic Places. Treated either as a part of a district or as an individual farm, part of this farm would be taken by any of the eastern alignments still under consideration. The DEIS says, on page 6-7, regarding Alignments A-2, A-13, A-15, A-16, and A-9: "The farmhouse and outbuildings will not be directly affected, but will be separated from a portion of the farm property." If the implication is that the historic property will not be directly and adversely affected, then we vigorously disagree. Since the whole of the Swartz Farm is historic, then the taking of a substantial amount of cropland or pasture from it constitutes an adverse effect or impact in a physical sense. Even if that were not the case, installing a multi-lane superhighway within one-quarter mile of the buildings very likely would have an adverse visual effect, and possibly noise effect, on the farm's setting, at least from a Section 106 standpoint.

F.41

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Jose Sepulveda February 25, 2002 Page 2

It is not entirely clear from Figure 6.2-1 on page 6-6 (unnumbered) where right-of-way will be taken from the west side of the Swartz Farm by Alignment B-1. The dark green, cross-hatched right-of-way indicator seems to stop at the south edge of the farm, although lines apparently marking the approximate alignment of B-1 pass immediately to the west of a large outbuilding on the Swartz Farm. It appears that B-1 would have an adverse effect because of the taking of farm land, but it is unclear not obvious from the map whether or not the outbuilding will be taken. Further, we cannot agree that the "[v]isual impacts to the remaining property will be minor. " Coming that close to the buildings on the farm almost certainly would have at least adverse visual effects.

F 20

The possible existence of a couple of archaeological sites has come to our attention recently. Jane Sarles of the Clarksville Historical Society advised my staff that the ruins of an 1853 mill are visible on the riverfront in Ashland Park at Clarksville. We believe that merits further investigation.

F.14

Furthermore, my staff recently noticed that the statement of significance in the National Register nomination for the Old Jeffersonville Historic District, drafted in 1984 by Marty Hedgepeth and Kentuckiana Historical Services, refers to the establishment of Fort Finney at what is now Jeffersonville. ca. 1786. About a year later the fort was renamed Fort Steuben. Dr. Carl Kramer's book Visionaries. Adventurers, and Builders: Historical Highlights of the Falls of the Ohio (Jeffersonville, Ind.: Sunnyside Press, 2000) also mentions the fort at pages 45-46. This fort, which was in use until ca. 1800, is said to have stood on the riverfront, at the foot of Fort Street and below Riverside Drive. We do not know whether it stood on what today is dry land on the lower bank or whether it might today be submerged beneath the Ohio River, because we have the impression that the river level is higher today than it was before the dams were built. We also are not certain whether the site of this fort has been investigated archaeologically. Because the location given above would be almost directly under the C-1 alignment as it crosses the Indiana shoreline, we believe that further research, and, if warranted, on site investigation of the location of the fort should be conducted.

F.19

Because efforts to identify and evaluate historic properties are still underway in the Section 106 process, due in large part to FHWA's necessary and appropriate expansion of the area of potential effects, it is difficult at this juncture to comment on whether one alignment for the eastern bridge would be significantly more damaging or or less damaging than the others in regard to historic properties. We would ask FHWA to keep an open mind in regard to selecting a preferred alignment in the east end for a reasonable period of time, so that historic properties on the Indiana side of the east end could be evaluated and the likely adverse effects on them assessed.

Regarding the downtown alignments, it is clear that C-1 would have obvious and major adverse physical effects on the Old Jeffersonville Historic District (ID-HC-5), through the removal of multiple contributing F. 21 houses. It also would extend adverse visual--and probably noise--effects even farther into the residential west end of the district than the effects of the existing, elevated I-65 and Kennedy Bridge extend today. Alignment C-2 would have direct physical and at least visual indirect adverse impacts on two historic industrial complexes (ID-HC-63001-63009 and ID-HC-64001-64024). It appears to us, solely from the standpoint of Indiana's historic properties, that Alignment C-3 clearly would have fewer adverse impacts We realize, of course, that there are numerous factors other than impacts on historic properties that must be considered in selecting an alignment.

Jose Sepulveda February 25, 2002 Page 3

Questions about our comments on above-ground historic properties may be directed to John Carr at (317) 232-1646. Questions about archaeological matters may be directed to Dr. Rick Jones at the same number.

Thank you for your attention.

Very truly yours,

John R. Goss State Historic Preservation Officer

JRG:JLC:jlc

xc: John R. Baxter, P.E., Federal Highway Administration, Indiana Division Laura Henley Dean, Ph.D., Advisory Council on Historic Preservation
David L. Morgan, Kentucky State Historic Preservation Officer Janice Osadczuk, Indiana Department of Transportation John L. Mettile, Jr., Kentucky Transportation Cabinet Charles Raymer, Community Transportation Solutions, Inc.



INDIANA PORT COMMISSION

I.S.T.A. Center • 150 West Market Street • Ste 100 Indianapolis, Indiana 46204 • USA (317) 232-9200 • Fax (317) 232-0137

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Mr. J. Bryan Nicol, Commissioner Indiana Department of Transportation 100 N. Senate Ave., Room N755 Indianapolis, IN 46204

12 a

Dear Mr. Nicol,

Here is a position letter about the Ohio River Bridges Project in Jeffersonville. This obviously is a very important issue for the Indiana Port Commission, but we certainly want our position to be consistent with INDOT and the Governor's office. We would be glad to sit down and discuss this project with you at your convenience. Please let us know if there are any problems with this letter. We will wait to submit this letter until hearing your response. Thank you.

Sincerely,

William D. Friedman, Executive Director Indiana Port Commission

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CC: Timothy Joyce, Chief of Staff

Clark Maritime Centre 5100 Port Road Jeffersonville, Indiana 47130 FTZ #170 (812) 283-9662

Indiana's International Port /Burns Harbor at Portage 6625 S Boundary Drive Portage, Indiana 46368 FTZ #152 (219) 787-8636 Southwind Maritime Centre 1700 Bluff Road Mount Vernon, Indiana 47620 FTZ #177 (812) 838-4382

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INDIANA PORT COMMISSION

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Feb. 6, 2001

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 W. Broadway Frankfort, KY 40601-1922

Dear Mr. Ballantyne,

The Indiana Port Commission has a very clear position on bridge development over the Ohio River in the Louisville-Jeffersonville area. The Port Commission strongly supports an east-end bridge that would complete the I-265-loop around the Louisville Metropolitan Area. This bridge would be extremely beneficial because of its proximity to the state of Indiana's public port in Jeffersonville - Clark Maritime Centre.

The port offers a connection for businesses to link the use of truck, rail and water-born transportation in the movement of cargo. The port emphasizes water transportation. which can reduce traffic on U.S. roadways and is more environmentally friendly:

- A 15-barge tow can haul the same amount of cargo as 900 large semis.
- Barge-tows travel 514 miles on one gallon of fuel (semis travel 60 miles).

The key to a port's success lies in its transportation costs. Clark Maritime Centre has excellent access to the Inland Waterway System, which links imports and exports through New Orleans and the Gulf of Mexico. It also has outstanding rail connections with C\$X and Louisville & Indiana Railroad, but the truck connections are somewhat marginal since east-bound and south-bound traffic must either navigate through downtown Louisville or travel at least three-quarters of the way around the city's bypass before setting off in their intended direction. This adds 10 to 20 miles to truck routes in and out of the port, thereby increasing fuel costs, traffic congestion, pollution and commute time.

Currently, about 80,000 trucks go through Clark's facilities each year. The port moves about 2 million tons of cargo annually over its docks.

The Indiana Port Commission operates three ports: Burns Harbor, Southwind Maritime Centre and Clark Maritime Centre - the youngest of three ports. Road access is vital to the development of an intermodal port. Improving the road access with an east-end bridge will be extremely beneficial to current businesses and a major attraction to future D.86 business. In the past, some companies have told Clark officials they chose not to locate at Clark because there is no direct interstate access to the southeastern markets.

Clark Mantime Centre 5100 Port Road FTZ #170 (812) 283-9662

Indiana's International Port /Burns Harbor at Portage 6625 S Boundary Drive Portage Indiana 46368 FTZ #152 (219) 787-8636

Southwind Maritime Centre 1700 Bluff Road FT7 #177 (812) 838-4382

Clark did experience significant growth after in was directly connected to I-265 in 1994. A similar connection via an east-end bridge would produce similar growth for the region:

- Clark Maritime Centre at Jeffersonville opened in 1985.
- In 1993, the port had six tenants.
- In 1994, I-265 opened directly connecting Clark to I-65.
- · In 2001, the port welcomed its 22nd commercial tenant.

Much of Clark's business involves the steel industry because of its location in the center of our nation's automotive and appliance manufacturers. These industries are very dependant on efficient transportation routes, especially in light of the recent economic situation. An east-end bridge will greatly enhance the local connection to those markets.

Additional affects of interstate access on Clark are evident in an economic impact study recently performed by Indiana University:

Economic Impact:

- In 1993, (before I-265) Clark supplied 420 direct jobs
- In 1999, (after 1-265) that number more than tripled to 1,344 jobs.
- Now Clark hosts 22 tenant companies and impacts over 3,000 jobs.

Property tax contributions to the local community:

• \$478,000 per year

Return on investment growth:

- · By 1995, Clark had \$84 million in private investment, \$24 million in state
- By 1999, private investment was \$255 million vs. the state's \$30 million.
- That's \$8.50 in private investment for every state dollar invested in Clark.

Overall impact:

· Clark's economic impact is \$354 million per year.

It is important to note that while the port has seen considerable growth over the last 15 years, it has also spurred the development of three new industrial parks (1996, 1998, 1999) constructed adjacent to the port. All three of the parks have experienced success as well, with seven new firms locating there since their inception.

Another factor of importance to keep in mind that will affect barge, rail and truck volume at the port is the recently completed \$2 million dock facility. This new dock will allow the port to annually handle an anticipated 1.2 million tons (800 barges, 12,000 rail cars and 48,000 trucks) of cargos not currently accommodated at the port. These numbers obviously do not include the truck and rail volumes currently produced by the 80-plus companies located at the old Indiana Army Ammunition Plant in Charlestown, Ind.

D.86

We hope these numbers show how important an Ohio River bridge connecting the 1-265 loop would be to the local community and the State of Indiana. Thank your for your time. Please contact us if you have any questions.

Sincerely,

William D. Friedman, Executive Director Indiana Port Commission

INDIANA PORT COMMISSION
INDIANA'S INTERNATIONAL PORT AT BURNS HARROR / CLARK MARITIME CENTRE / SOUTHWIND MARITIME CENTRE



INDIANA PORT COMMISSION

Clark Maritime Centre 5100 Port Road Jeffersonville, Indiana 47130 FTZ#170 (812) 283-9662 - Fax (812) 282-7505

August 30,2001

Federal Highway Administration C/O Community Transportation Solutions 10000 Shelbyville Road, Suite 110 Louisville, Kentucky 40223

To Whom It May Concern:

As Port Director of Clark Maritime Centre, I would like to emphatically express support for the two-bridge alternative with |D.86>an I-265 crossing. This is the most effective means of solving the community's transportation needs with the greatest benefit to commercial traffic.

(11)

Clark Maritime Centre has grown consistently over the last decade and with the two-bridge alternative specifically connecting I-265 Gene Snyder Freeway in Kentucky with I-265 in Indiana, we will undoubtedly continue to grow and prosper which can only contribute to the areas economic success.

Numerous studies, polls and community groups endorse this plan; it is the greatest overall transportation and economic benefit for the entire region.

Your consideration will be greatly appreciated.

Sincerely,

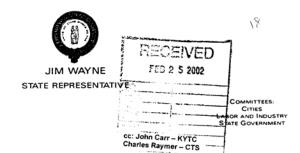
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Patrick J. Mulligan Port Director Clark Maritime Centre

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Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 West Broadway Frankfort, Kentucky 40601-1922

Re: Comments on the DEIS for the Louisville Bridges Project

Dear Mr. Ballantyne:

35TH LEGISLATIVE DISTRICT

February 25, 2002

I am writing to express my concerns with two aspects of the Ohio River Bridges Draft Environmental Impact Statement (DEIS). My concerns are that construction of an eastern bridge will result in adverse impacts from sprawl on small businesses in my District and that there has been inadequate consideration of non-auto alternatives in the DEIS.

Small businesses rely on a certain concentration of population in order to remain viable as businesses. A beltway study completed in 2000^1 demonstrates that the regional loss in retail and service sales per capita from building beltway highways is significant, especially for a second circumferential beltway. This is as a result of decentralization of households and jobs. As households and jobs move farther out from the urban core, densities required for small businesses to thrive decrease. Investments that these businesses have made in their buildings and employees are jeopardized, as they do not have the resources that larger businesses do to pack up and follow the decentralizing population. Completion of the outer beltway by building an eastern bridge would be expected to have these types of adverse impacts.

Another of my concerns is the lack of adequate consideration of non-auto alternatives and the potential impact of an eastern bridge on the regional public transit system. A 1997 Transportation Research Board study² concluded that suburban highway construction facilitates suburbanization of households and businesses, resulting in a pattern of development that is difficult to serve by mass transit. This phenomenon leads to declines in transit ridership and in

B.6

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difficulty in maintaining public transit service and funding, resulting in a cycle for public transit which disproportionately and adversely affects people without vehicles or who cannot afford to make long trips.

B.4 B.6

The DEIS indicates that an eastern bridge would decrease the number of trips under 10 minutes in length, and would increase the number of trips over 30 minutes in length. This is what one would expect from building a suburban bridge and completing a second-tier beltway.

I feel that the DEIS did not adequately consider providing transit alternatives. They should have looked at the impact that a fully configured public transit system would have on 2025 vehicle travel demand. An alternative that included public transit lanes across the Ohio River should have been included.

B.6

Based on analysis of the data from the KIPDA model used in the DEIS³, light rail transit or less expensive bus rapid transit could be included on the downtown bridge configuration. In the year 2025, by fixing Spaghetti Junction and building a downtown but not eastern bridge, peak period commuter traffic could be accommodated with only four lanes. The other two lanes proposed in the DEIS could be dedicated for transit usage without adversely impacting vehicle travel across the bridge.

A.4 R 6

I respectfully request that my letter, along with the enclosed letter to Secretary Minetta of the U.S. Department of Transportation, be included in the administrative record.

Please do not hestitate to contact me if I can be of assistance in this important matter.

Very truly yours,

Jim Wayne

State Representative

B.4

¹ A.C. Nelson and Mitchell Moody, *Effect of Beltways on Metropolitan Economic Activity*, Journal of Rban Planning and Development, December 2000.

² Transit Cooperative Research Program Project H-13A, consequences of the Interstate Highway System for Transit, Parsons Brindkeroff Quade & Douglas, 1997.

³ Norman Marshall, Smart Mobility Transportation Engineering Consultants, White River Junction, Vermont, in a study prepared for River Fields, January 2002.



KENTUCKY GENERAL ASSEMBLY

State Capito

Frankfort, Kentucky 40601

502-564-8100

February 25, 2002

The Honorable the Secretary of Transportation Norman Mineta Nassif Building $400~7^{\rm th}$ Street SW Washington, D.C. 20590

Re: Failure to Comply with Title VI in EIS for the Louisville Bridges Project

My Dear Mr. Secretary:

We are members of the House of Representatives of the General Assembly of the Commonwealth of Kentucky. In September 1998, the Indiana Department of Transportation ("INDOT") entered into a contract with Community Transportation Solutions, Inc. ("CTS") for the preparation of an Environmental Impact Statement for a proposed Ohio River Bridges project between Louisville, Kentucky, and neighboring counties in southern Indiana (the "Project"). CTS's work on the project has been supervised by a Bi-state Management Team consisting of representatives of INDOT, the Kentucky Transportation Cabinet ("KYTC"), and the Indiana and Kentucky Divisions of the Federal Highway Administration ("FHWA").

On November 9, 2002, a Draft Environmental Impact Statement for the Project was published. Our review of this document has convinced us that the Project has failed to E.18comply with the environmental justice requirements of Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d-1, its related regulations, The President's Executive Order on Environmental Justice signed February 11, 1994, EO 12899, ("Executive Order"), the U.S. Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations, DOT Order 5610.2, dated April 15, 1997 ("DOT Order"), FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, FHWA Order 6640.23, dated December 2, 1998 ("FHWA Order"), and the FHWA's own guidance regarding compliance with Title VI, Memorandum from Kenneth R. Wykle and Gordon J. Linton dated October 7, 1999 regarding Implementing Title VI Requirements in Metropolitan and Statewide Planning ("FHWA Memorandum"). By this letter we are asking that you investigate this project and the facts we are raising in this complaint and that you take all appropriate actions to bring this project into compliance with our nation's Civil Rights Laws.

The Purpose of Title VI

Title VI states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

The Environmental Justice Orders further amplify Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." FHWA Memorandum.

FHWA's Direction Concerning Title VI

In the FHWA Memorandum addressed to FHWA Division Administrators on October 7, 1999—a date which is obviously during the pendency of the Project—the FHWA directed that its Division Administrators pose a series of questions to help insure Title VI compliance in the FHWA's planning processes. Among those questions are the following:

What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? What measures have been used to verify that the multi-modal system access and mobility performance improvements included in the plan and Transportation Improvement Program (TIP) or STIP, and the underlying planning process, comply with Title VI?

Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the Executive Order on Environmental Justice and Title VI provisions?

Does the planning process seek to identify the needs of low-income and minority populations? Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transpc. ation investments included in the plan and TIP (or STIP)? What methods are used to identify imbalances?

2

Does the planning process have an analytical process in place for assessing the regional benefits and burdens of transportation system investments for different socio-economic groups? Does it have a data collection process to support the analysis effort? Does this analytical process seek to assess the benefit and impact distributions of the investments included in the plan and TIP (or STIP)?

At a minimum, your review should require the Kentucky and Indiana Divisions to answer these questions. We are confident that honest, responsive answers will demonstrate conclusively that this Project has ignored the needs of this region's low income and minority populations.

How the Project has Violated Title VI

A. Refusal to Communicate

Although this project has been going on since September 1998, the data developed to support the DEIS was not shared with the public until November 2001 when the DEIS was published. Low income and minority populations, along with the rest of the public, were given until February 25, 2002 to comment on file drawers full of documents. It goes without saying that low income populations are the least equipped segment of the community to comment on this much data or to understand the implications of such a large project to their interests. Project leaders, however, have done nothing to redress this obvious problem. Although they have been active in communicating with the public through press releases, CTS, INDOT, KYTC and the Kentucky and Indiana Divisions of the FHWA have refused to answer questions about the DEIS or its conclusions on the record in any public forum. One of the ground rules of two public meetings held on February 6 and 7, 2002, in fact, was that representatives of these organizations would not answer questions.

Troubled by this silence, Representative Paul Bather, one of the signatories of this letter, suggested a public meeting in a minority area in West Louisville to discuss the implications of the study on minorities. In the entire course of the project, no such meeting had taken place. After first agreeing to attend the meeting, CTS and the Kentucky Division Director later refused.

B. Systemic Bias in Communicating

The DOT Order requires that the Department solicit input from affected minority and low-income populations, and consider the results of that input in planning and developing projects. There was no such soliciation, or consideration of the non-existent soliciation, in this project. Although Section 7.1.6 of the DEIS, concerning alleged "Environmental Injustice Initiatives," claims that "throughout the process, efforts were made to include traditionally underrepresented populations, we failed to see any such active solicitation of the views of minorities, or of low income populations. For example, Arnita

Gadson, Executive Director of the West Jefferson County Community Task Force, was never interviewed regarding the proposed project despite the fact that she is one of the two most prominent environmental leaders in Louisville's West End, a portion of the community with a high percentage of Louisville's minority and low-income populations. Section 7.1.6 of the DEIS itself reveals that the only substantive area regarding which the project staff made particular effort to seek input from African Americans was regarding direct impacts from one of the possible downtown alignments. In fact, a significant West End leader reported that the only meeting that leader was invited to attend regarding the project and its potential impact on the West End was a meeting promoting the possibility of construction jobs. The major impacts, however, to the region's minority and low impact populations from this project would be from urban disinvestment due to the effects of the eastern bridge. Because it is obvious that no such attempts were made, Section 7.1.6 of the DEIS does not detail any solicitation of input from, or any communications to, minority or low income populations regarding the potential major effects of completion of an eastern beltway on minority or low income populations.

The FHWA's Memorandum of October 7, 1998, directs Division Administrators to ask the following questions about the public involvement process for transportation planning:

Does the public involvement process have an identified strategy for engaging minority and low-income populations in transportation decision making? What strategies, if any, have been implemented to reduce participation barriers for such populations? Has their effectiveness been evaluated? Has public involvement in the planning process been routinely evaluated as required by regulation? Have efforts been undertaken to improve performance, especially with regard to low-income and minority populations? Have organizations representing low-income and minority populations been consulted as part of this evaluation? Have their concerns been considered?

What efforts have been made to engage low-income and minority populations in the certification review public outreach effort? Does the public outreach effort utilize media (such as print, television, radio, etc.) targeted to low-income or minority populations? What issues were raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements?

What mechanisms are in place to ensure that issues and concerns raised by low-income and minority populations are appropriately considered in the decision making process? Is there evidence that these concerns have been appropriately considered? Has the metropolitan planning organization (MPO)

...

E.7

or State DOT made funds available to local organizations that represent low-income and minority populations to enable their participation in planning processes?

A simple review of CTS's scope of work answers these questions. Task 3, the Public Involvement Program, which lays out Public Involvement tasks in over 7 pages of single-spaced type, does not contain any strategy whatsoever for involving low income and minority populations in the Project's decision making. In fact, in the words "low income" and "minority" do not appear in the section at all. With no requirement to seek minority and low income input, CTS obviously has felt free to virtually ignore those segments of the population.

E.20

That decision has not gone unnoticed. At the public meeting held on February 7, 2002, two African Americans citizens, one from Louisville's west end, one from a historic black neighborhood in Louisville's eastern suburbs, complained that the interests of their communities had been ignored. Three black elected officials echoed their concerns. While the October 7, 1999 FHWA Memorandum came after the project began, the Executive and DOT Orders regarding environmental justice, as while as Title VI itself, all predated this project. In addition, there was no reason whatsoever that the division administrators could not have implemented the terms of the FHWA Order and Memorandum on this project. To our knowledge, there has been no evaluation of this deficiency as required, and low-income and minority populations have not been consulted about this problem. Nor was it merely a question of an available budget. Project budget documents show that over \$2 million was spent on public relations.

E 7

C. Bias against the Urban Core

Simply put, this is a project in which the FHWA is being asked whether to build a downtown bridge, which demonstrably solves a current traffic problem; an eastern bridge, which is primarily justified as a land development tool; or both. The eastern project is essentially the completion of a circumferential interstate beltway in the northeastern Louisville metropolitan area. When an eastern bridge was first proposed decades ago, it was justified as a solution to downtown traffic. Studies beginning in the 1990's, however, showed that the only solution to the region's traffic problems was a new downtown bridge. The Louisville MPO, known as KIPDA, however, is dominated by suburban interests. The political solution that solved its dilemma was a proposal to build two bridges, one downtown and one in the eastern suburbs. Since the need for a downtown bridge was easily demonstrated, the entire DEIS process has been an attempt to justify an eastern bridge that is unnecessary and which has serious consequences for Louisville's urban core, the home of the highest concentration of its minority and low income populations.

E.21

The struggle to justify the eastern project has been intense because more than politics is involved. First, the consultant, CTS, is hoping to become the construction contractor for what it estimates will be a \$1.6 billion project. The states have been willing participants in encouraging this dream. In a budget of over \$22 million, more than \$9 million (over 40% of

E 22

the budget) was spent on preliminary engineering. This insures that CTS has a significant head start in the effort to secure the construction contract. It also has an economic interest in recommending the largest possible project.

E.22

Second, the bias in justifying an eastern bridge has affected choices about the way money has been spent. The flawed and biased al Chalabi socioeconomic report, upon much of the DEIS is based, assumes without basis that Louisville's urban core has no potential for growth (simply ignoring the City's pleas that the assumption was false), and was used as the basis of the traffic justification for the project. This work included modifications of the MPO's 2020 forecasts which were not even within the project's scope of work. At the same time, important elements of the contract, including compliance with the National Historic Preservation Act's section 106, which are explicitly within the scope of work, have not been done. This is of particular significance because CTS has determined that the project will have no adverse affect on downtown Louisville but has provided no explanation for this determination.

E.23

Third, decisions about the release of information about the Project have robbed the public of a chance for meaningful comment. In spite of repeated requests and a lawsuit, none of the data supporting the DEIS was made public until November 9, 2001. While CTS has offered assurances that it will take the public's comments into account, there is only enough money left in the contract to correct spelling errors and publish an FEIS. There is simply no budget left for any further studies unless additional appropriations are made. This was because the consultant knew that the more time the public had to react to its data regarding the eastern bridge, the less likely it was that the project would be approved.

E.24

D. Ignoring Minority Needs

The October 7, 1999 FHWA Memorandum requires that division administrators take the needs of minority and low income populations into account in transportation planning by asking, among others, the following questions of any project:

E.2

Does the planning process seek to identify the needs of lowincome and minority populations? Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? What methods are used to identify imbalances?

The DEIS does not address this issue. Further, when the socioeconomic reports developed to support the DEIS conclusions are evaluated, it is obvious that the needs of Louisville's minority and low income populations have actually been consistently ignored.

The socioeconomic studies done for this project are biased

In studying the impacts of this project, the FHWA is obligated to consider its direct, indirect, and cumulative impacts to land use, people (including minority and low-income populations), local economies, and the regional economy. As it relates to the eastern bridge, the DEIS does not do this. Instead, its analysis of land use and socioeconomic change is based on an arbitrary redistribution of jobs, which make it appear that there is no impact on minorities and on Louisville's urban core, and on the extraordinary assumption that Louisville's inner core is completely built out so that no growth can occur there in any event. Rather than attempting to provide a factual basis for decision making, the DEIS analysis appears to have been done simply to justify its conclusion that there will be no urban disinvestment, environmental justice, or suburban sprawl impacts from an eastern bridge.

D 3

To understand the true impact of this project on minority and low income populations, it is necessary to understand the relationship between "sprawl" and urban decay. The term "sprawl" is a way of defining land use that assesses the social, economic, and environmental impacts of land development patterns. "Sprawl" is related to the following factors:

- The volume of land consumption, population density, continuity
 of settlement, clustering of land uses, concentration of
 development, the extent of mixed uses, and the proximity of
 different land uses to each other; and
- Unlimited outward extension, low-density residential and commercial settlements, leapfrog development, fragmentation of powers over land use among many small localities, dominance of transportation by private automobile vehicles, no centralized planning or control of land uses, widespread strip commercial development, great fiscal disparities among localities, segregation of types of land uses in different zones, and reliance mainly on the trickle-down or filtering process to provide housing to low-income households.

This definition is widely recognized and was accepted in <u>A Report of the Governor's Smart Growth Task Force</u>, November 2001, Governor Paul E. Patton, Commonwealth of Kentucky, p. 5. Our Commonwealth is attempting to address the very serious issues raised by sprawl with several pending bills in the current session of the General Assembly.

2. Louisville's experience with sprawl

By any measure, sprawl is clearly unchecked in the Louisville metropolitan area. A study recently completed by nationally-recognized expert David Rusk shows that between 1970 and 1990, the Louisville region's homebuilders constructed 108,000 new housing units even though there were only 64,000 net households formed. As new houses were sold or rented,

older housing was made economically obsolete, and many older structures were abandoned or destroyed in existing neighborhoods. By 1990, almost 34,000 housing units had vanished from the region's 1970 housing stock. Two-thirds of these vanished houses were located in the City of Louisville, which lost over 10% of its housing stock.

Rusk's analysis shows that while home values increased nationally 36% from 1970-90, in the Louisville area's overbuilt market, home values increased only 11%. But in African-American neighborhoods in Louisville, homes lost 15% of their value. This decline in the urban core offset development on the fringe in Louisville-Jefferson County. Many commercial and residential property owners in the core area, including virtually all African-Americans in Jefferson County, would be economic losers from the sprawl created by an eastern bridge.

E.3

The economic imbalance between the wealthiest and poorest parts of the region would also be worsened by an eastern bridge. When Rusk examined the Jefferson County census tracts with a majority African American population in 1970, he found that all 32 of these tracts were located in the West End of Louisville. The family poverty rate was 25% in 1970 for these 32 census tracts, and rose to 38% in 1990. In 1990, only 2% of all homeowners in Jefferson County were African Americans. Barely 3% of all housing built in the three-county region was built in West Louisville, contributing about 10% to the 1970 existing housing stock.

By 1990, 9,982 older housing units had disappeared from the West End of Louisville.

They were rendered unmarketable and economically valueless by the soft regional housing market and socially undesirable by the West End's rising poverty rate....Yet they were somebody's valuable asset. And the systematic devaluation of those assets had consequences both for wealth accumulation within the African American community and for the property tax base of the city of Louisville.

Rusk, David, The Impact of Urban Sprawl on African American Home Values and Assessed Valuation of Property in the Urban Core, 2/9/02, p. 10

However, in eastern and southern Jefferson County, mushrooming new subdivisions more than doubled the 1970 housing stock. These new neighborhoods were built exclusively for middle class families. They had an ultra-low poverty rate of 3%, unchanged through two decades. Less than 2% of older housing vanished, most of it probably to make way for new subdivisions and shopping centers.

Because an eastern bridge will open new land to development—increasing land values in some areas while decreasing land values in the urban core—it will induce additional sprawl, shift billions in public and private investment away from established communities, and contribute to economic and social decline for the urban core and older suburbs.

D.19

3. The DEIS erroneously dismissed the threat of sprawl

The DEIS is over 1000 pages long. Its discussion of indirect and cumulative land use impacts from the eastern interstate bridge and highway and the downtown project is found in just 3 of those pages. (Vol. 1, pp. 5-8 - 5-10).

And what DEIS conclusions are derived regarding each bridge's impact on development and land use?

- That, over the next 25 years, the eastern interstate bridge and highway
 will depress job growth—as well as household growth—beyond ten
 miles of the Louisville downtown. This is, according to al Chalabi, a
 clear "counter measure to urban sprawl" al Chalabi Report, p. 54.
- That jobs and households would see only "marginal" increases in a 10-mile growth radius from construction of the downtown project compared to the no action alternative and that, since there "is a limited amount of developable land along the downtown corridor, no unplanned changes in land use are expected" DEIS, pp. 5-9.

Under al Chalabi's approach to assessing impacts to land development trends, a 10-mile "sprawl boundary" was established and then a composite "accessibility" analysis was conducted in which, in fact, the consultant simply arbitrarily redistributed jobs, without providing any factual or analytical basis for that redistribution. Both the 10-mile "sprawl boundary" and "accessibility" analysis are based on arbitrary decisions by the consultants, and appear to have been made simply to bolster their arguments in favor an eastern bridge since most of the redistributive changes in jobs and households occur under their eastern bridge only scenario and defy both logic and observed land use/transportation interactions. They also have serious implications throughout the rest of the DEIS analysis, especially for environmental justice analysis.

First, the consultant's measurement of sprawl is based on a 10-mile radius centered on the Louisville central business district. The basis for this 10-mile radius and its purported effect is not explained. It is certainly not from literature on the subject. Indeed, that 10-mile radius reaches from the Gene Snyder (1-265) in south Louisville, a developed area, to less developed and undeveloped rural areas. Since the area within al Chalabi's own arbitrary 10-mile radius includes areas which are essentially undeveloped and which lack most infrastructure, the project's sprawl impact, even under his own analysis, would be clear. Tellingly, Figure 4.1.2 in the DEIS, pg. 4-5, depicts land uses in the Louisville metropolitan area, but excludes the complete 10-mile radius and, thus, fails to show current land uses in the southwestern and western portions of the circle.

Second, al Chalabi concludes that land development impacts would be contained in this arbitrary 10-mile radius, almost as if the beltway would serve as some sort of urban service boundary. Not only is this conclusion unexplained by the consultant, it is counterintuitive and

contrary to actual experiences with urban beltways. Al Chalabi's redistribution of jobs (to assess expected land use changes) then ignored the traffic area of influence, **the very measure** that FHWA recommends for evaluating development trends, and instead arbitrarily picked up jobs from one equally accessible area and moved them into another. How al Chalabi's redistribution of jobs was derived, and how the consultant determined that no jobs from the urban core would be moved to newly accessible areas in southern Indiana or east of Louisville is nowhere explained—perhaps because the report is simply an effort to justify the building of an eastern bridge.

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Further, the al Chalabi "sprawl" conclusion ignores the issue of whether adequate infrastructure is in place in the jurisdictions that desire growth. Required infrastrucure includes not only water lines and sewers, but also improved roads, schools, and community and emergency services.

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Both the al Chalabi report and the ICEA Report seem to take it as a given that, from a traffic perspective, the eastern project is merely "accommodating" high growth that is already occurring, or is planned for the future and that, therefore, the indirect impacts from the project are insignificant. The DEIS has failed, however, to adequately analyze the likelihood of sprawl and the indirect and cumulative effects of sprawl on minority and low-income populations and on the urban core.

E.27

4. The DEIS ignores the advice of local experts from the urban core

Al Chalabi's conclusions ignored input from the very "expert panel" that was convened for this Project to review the land use and development assumptions of its report. The ICEA Report includes a recommendation that the reallocation approach, as a way of assessing indirect land use impacts, be supplemented by an "expert panel" that is familiar with local conditions. This "expert panel," included representatives of the city of Louisville, Jefferson County, and Clarksville, Indiana, and was convened by the study consultants in Louisville on August 28, 2001—after al Chalabi had already finished its work. The conclusions of the expert panel (representing interests of the urban core) regarding anticipated future growth and development in the far east corridor were that restricted water supply, a limit on sewer capacity, low transportation capacity, the need to upgrade the local road network, lack of planning policies, and problems with INAAP—including problems with its annexation and control, water supply, and cleanup—limit the growth potential in southern Indiana. ICEA Report, Appendix C, pp. App. C-6, C-10. Yet, despite soliciting this discussion, the study consultants chose not to incorporate these local expert observations into their land use and development impact discussion.

D.12

Al Chalabi also ignored the advice of the City of Louisville. The consultant was repeatedly told by the Louisville Development Authority that not prioritizing the downtown project would jeopardize millions of dollars in investments downtown. The Louisville Development Authority presented these facts to the DEIS consultants at scoping meetings in April 2001, May 2001, and August 2001. In this regard, the DEIS specifically conflicts with objectives of a major local land use plans contrary to federal law (40 CFR Sec. 1502.16(c)). Furthermore,

E.28

Appendix F in the ICEA_Report includes over \$234 million in investments already underway within the Louisville central business district, plus another \$268 million of announced projects to be completed by 2003. Additional projects in the City of Louisville but outside the central business district total almost \$6 million. The incorrect assumptions of the consultant's analysis resulted in the DEIS showing no socioeconomic benefits from a downtown project, no risk to these planned downtown investments from not building the downtown project, and a failure to prioritize the downtown project to support these investments.

E.28

Al Chalabi once again ignored the advice of the Louisville Development Authority when the consultant assumed that downtown and west Louisville are at build-out. Appendix F of the ICEA Report lists acres and acres of sites for development or redevelopment within the City of Louisville. Contrary to assumptions made in the DEIS, studies estimate that more than 1,700 acres lie vacant in the City of Louisville, equivalent to 4.3% of its land area. This figure does not account for increasing numbers of abandoned housing units. Louisville has one of the highest abandonment rates, with a rate of 5.7 abandoned housing units per 1,000 inhabitants.

E.29

5. <u>Suburban sprawl is a national problem for minorities and persons of low income</u>

The economic impact to Louisville's urban core from an eastern bridge can be expected to be similar to what happened in the Cincinnati area after the I-275 eastern bridge and highway was built 5 miles east of downtown Cincinnati in the late 1970's. An examination of the development impacts from construction of that bridge demonstrates that sprawl continues well beyond an outer beltway. Low density sprawling development moved well past the highway into Clermont County, which grew by 69% from 1970 to 2000. According to a recent analysis of the land use patterns around the eastern I-275 bridge, there is little reason other than the I-275 bridge and highway for this type of growth. Comparing a "bridge" census tract located at the terminus of Cincinnati's eastern bridge (I-275 in southwest Clermont County, Ohio) outside Cincinnati with an inner city Cincinnati census tract, the city tract went from being 36% of the bridge tract's median income in 1970, to having an income gap of 51% in 1990.

E.30

"By all indications the placement of an easterly bridge in Jefferson County would have a similar effect to those we have seen in Cincinnati's Hamilton and Clermont counties. Suburbs would continue to sprawl, business would continue to gravitate toward new malls on open land, and disadvantaged populations would continue to segregate the central city. Those disadvantaged groups would have least access to job opportunities." Report 3: Ohio River Bridges Project: Sprawl and Urban Disinvestment, Savitch and Vogel Consultants, Louisville, Kentucky. February 2002.

Further, as reported by David Rusk, nationally recognized urban affairs expert, over the past thirty years, during a variety of economic conditions, the Louisville area has consumed a great deal of land to accommodate little or modest population growth. During the 1970s and 1980s, Louisville population grew by only 2%, compared to the U.S.'s urban population growth rate

of 23%. Louisville's consumption of "urbanized land," however, expanded by 34%—17 times the rate of population growth, one of the highest rates of land consumption in the nation among cities its population size. Only Buffalo and Rochester, N.Y., peer areas of Louisville (based on population size), consumed more land with minimal or negative population growth than Louisville. Such a high land growth-to-population ratio reflects outward growth on the urban periphery and steady population loss in the urban core.

Jobs are also an issue

Significantly, even al Chalabi found that the downtown project provides 55% more jobs within 10 minutes of home (traveling by automobile, one assumes) than does the eastern bridge. But the eastern bridge creates 50% more jobs that are 30 minutes from home than does the downtown project. This is an indication of the sprawl impact for the eastern bridge. The high concentration of jobs and residences in and near downtown is disrupted by an eastern bridge, which are disbursed outside the urban core, resulting in more commutes requiring the longer 30 minute drives.

E.31

E. What this Means for Environmental Justice

As noted in FHWA's environmental justice guidance, environmental justice and Title VI of the federal Civil Rights Act are not new concerns. See, An Overview of Transportation and Environmental Justice, http://www.fhwa.dot.gov/environment/ej2000.htm. However, Executive Order No. 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," issued February 1994, gave federal agencies new impetus to elevate environmental justice considerations in their programs and projects. Specifically, it required federal agencies to identify and mitigate disproportionately adverse impacts on minority and low-income communities. As FHWA's guidance notes, however, there is also a process aspect which requires involving those portions of the public in the process.

Furthermore, federal transportation legislation (23 U.S.C. Sec. 109(h)) requires that the FHWA "assure that possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest, taking into consideration the need for fast, safe and efficient transportation, public services, and the costs of eliminating or minimizing such adverse effects and the following:

- destruction or disruption of community cohesion and the availability of public facilities and services;
- adverse employment effects, and tax and property values losses;
- injurious displacement of people, businesses and farms; and
- disruption of desirable community and regional growth.

FHWA's guidance also provides that: "The Executive Order and the accompanying Presidential Memorandum call for specific actions to be directed in NEPA-related activities." Those specific actions include:

- Analyzing environmental effects, including human health, economic, and social effects on minority populations and lowincome populations when such analysis is required by NEPA;
- Ensuring that mitigation measures outlined or analyzed in EA's, EIS's, and ROD's, whenever feasible, address disproportionately high and adverse environmental effects or proposed actions on minority populations and low-income populations;
- Providing opportunities for community input in the FHWA NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities; and
- In reviewing other agencies' proposed actions under Section 309 of the Clean Air Act, EPQ must ensure that the agencies have fully analyzed environmental effects on minority communities and low-income communities, including human health, social, and economic effects.

The DEIS's evaluation of indirect and cumulative impacts in the environmental justice evaluation, however, focused solely on mobility--access to jobs and impacts to transit users. The DEIS claims on page 5-9 that the two bridge scenario results in, "most of the job and household growth projected ... within 10 miles of downtown Louisville." This is nothing more than the result of the study consultant's deliberate choice about where to make jobs within the region, not the result of any credible analysis.

E.32

The environmental justice indirect impact analysis is found in two paragraphs of the al Chalabi report and reads as follows:

Exhibits 26 and 27 show the Concentration of Minority (Black) Population and Concentration of Poverty, respectively. This data is taken from the 1990 Census and is by Census block group. Both of the minority and poverty concentrations are located, primarily in Central Louisville and Western Jefferson County, and in the area around General Electric. Consequently, the data and maps which describe the downtown (Zone 007), the General Electric Plant (Zone 375) and Rubbertown Zone 13 are good surrogates for this information.

In general, it appears that the East-End bridges, [sic], alone, and together with the Downtown Bridge, are more effective in

reducing travel times and providing access to these concentrations from existing and forecasted job concentrations than are the Downtown and Ninth Avenue Bridges, alone.

Al Chalabi Report, pp. 53-54.

In other words, al Chalabi claims that minority and low-income populations benefit from an eastern bridge and more so than from the downtown project. This extraordinary conclusion was based on the flawed "redistributive" assignment of jobs under an eastern bridge build scenario discussed above. The DEIS concludes that with all build alternatives, "a greater percentage of minority or low-income block groups would be positively impacted [from a jobs accessibility standpoint] than would be negatively impacted." The DEIS does not break out its "travel benefits" in Table 5.1-17 or the one paragraph of discussion on page 5-41 from the individual build scenarios.

E.33

The purported "improvements" in travel time from building roads and, accordingly, the purported improvements in accessibility to jobs, is primarily premised on vehicle ownership by presumed beneficiaries. However, in west Louisville, more than 23% of minority and low-income residents rely on TARC to commute to work and elsewhere. U.S. Bureau of the Census, Department of Commerce, 1990. Based on a KIPDA household travel survey conducted in 2000, 42% of the households surveyed in Central Louisville did not own a car. Nevertheless, the DEIS concludes that "For those individuals who do not travel by automobile, project impacts are neutral" DEIS, p. 5-41. The basis for this statement is that:

E.:

The alternative alignments being considered do not decrease public access to transit that may exist in the current situation. Travel impacts in time savings or loses [sic] are reported in Table 5.1-17. Those predictions are related to individuals who do not use automobiles, only if they do use public transit and if that transit system uses project infrastructure to serve its customer base....

DEIS, p. 5-41 (emphasis added).

In other words, even though al Chalabi's analysis (erroneously) redistributes jobs to eastern Clark County, the DEIS concludes that people without cars are not adversely impacted by the eastern bridge because TARC bus stops in central and west Louisville will still be there (the access to transit in the current situation), irrespective of whether TARC goes to eastern Clark County including INAAP and Charlestown (it doesn't) and irrespective of whether one could get to a job there without spending more than 4 hours on a bus per day with the transfers.

The DEIS's second rationale for this no impact conclusion assumes that travel time "savings" in Table 5.1-17 will equally accrue to riders who use TARC to cross the eastern bridge as a way to get from west Jefferson County or Newburg across the Ohio River to eastern Clark

County. Again, this conclusion ignores the realities of what it means to ride a bus to work including the time spent in transfers.

E.34

The DEIS has failed to provide any credible analysis of the environmental justice impacts of this project in terms of who benefits and who loses from greater accessibility to jobs and reduced cumulative travel times that would result from the various bridge build scenarios. The question that was not answered was whether the benefits of reduced travel times are distributed proportionately through the population regardless of job location. When one looks at a combined map of the minority population density of the Louisville area with an overlay of travel time savings from the two bridge scenario, it is apparent that the minority population of the Louisville metropolitan area would not benefit from completion of the eastern beltway.

Regarding transit, in 1997, the Transportation Research Board, the most prominent peerreviewed transportation research organization, conducted a study of the impacts of highway
construction on metropolitan transit in cities throughout the United States and Canada. The
report's conclusion was that suburban highway construction facilitates suburbanization of
households and businesses, resulting in a pattern of development that is difficult to serve by
mass transit. See Transit Cooperative Research Program Project H-13A, Consequences of the
Interstate Highway System for Transit, Parsons Brinckerhoff Quade & Douglas. This
phenomenon leads to declines in transit ridership and in difficulty in maintaining service and
funding, resulting in a vicious cycle for public transit which disproportionately and adversely
affects people without vehicles.

Low income populations are also least able to accommodate significant increases in commuting distances which are outside public transit routes due to the high cost of operating an automobile.

E.35

In 1997 the annual cost of driving an automobile for 15,000 miles of travel came to nearly \$8,000. This represents a 30% increase between 1990 and 1997, and it continues to rise. The increase is directly proportionate to sprawl. Gasoline consumption alone climbs by 58% as one moves from moderately dense to sparsely populated ones. For the average, middle class resident these costs are burdensome. But for the poorer resident they are prohibitive. It is little wonder that inner cities have higher rates of unemployment, higher turnover and greater poverty. Given the momentum that feeds development, the sheer economics of agglomeration mean that sprawl can drain inner city neighborhoods and send them into cumulative downward spirals of disinvestments.

Report 3: Ohio River Bridges Project: Sprawl and Urban Disinvestment, Savitch and Vogel Consultants, Louisville, Kentucky, February 2002.

The DEIS ignores the lack of public transit in the areas that have been allocated substantial jobs and households in southern Indiana. These new houses and jobs will be inaccessible to those dependent on public transit, generally low income populations. As jobs, investment, and resources follow highways beyond existing suburbs, it becomes increasingly difficult to provide employment opportunities for city and inner suburban residents who lack a car or are unable to travel long distances. "For those households that rely on public transit an eastern bridge is not an alternative. Most of these individuals and households are likely to be poor, black, inner city dwellers, living in segregated housing. If we accept the notion that bridges stimulate economic development, financial investment, and job access, these are the communities that will be most deprived of those opportunities." Report 3: Ohio River Bridges Project: Sprawl and Urban Disinvestment, Savitch and Vogel Consultants, Louisville, Kentucky, February 2002.

E.8

E.17

Drawing away people and jobs detracts from the quality of these neighborhoods for those who are left and do not want to or cannot leave. The DEIS's definition of environmental justice includes "economic effects" of the proposed action., DEIS, p. 5-33, while FHWA's Community Impact Assessment guidance provides that, in defining the study area, a project may have social consequences to communities well beyond the immediate geographic area and provides that the economic impact category includes effects on the tax base from changes in property values, changes in business activity, property values from changes in land uses. CTS DID NOT DO THIS—the DEIS does not evaluate the social effects on communities within the urban core that will not be directly impacted by construction of the bridges and does not evaluate changes in property values, business activity, or effects on the tax base within the urban core.

E.3

E.5

Based on extensive analysis by urban affairs expert David Rusk an eastern interstate bridge and beltway would accelerate excess housing construction, which would depress the growth in value of existing homes owned by Louisville-area residents. In addition, the eastern bridge could undermine the fiscal health of older communities, including the City of Louisville and the soon-to-be-consolidated Louisville-Jefferson County.

E.3

"The wealthiest areas in the Louisville metropolitan area are growing richer, while poorer areas fall behind. The most affluent portions of the LMA are in the easterly suburbs of Jefferson County and most heavily concentrated in the northeast. An easterly bridge is likely to shift the center of economic gravity further from the poorer and minority populations. Report 3: Ohio River Bridges Project: Sprawl and Urban Disinvestment, Savitch and Vogel Consultants, Louisville, Kentucky, February 2002.

E.36

Further, the disadvantages for poorer and minority populations are cumulative. The DEIS did not evaluate how a further shift of jobs away from the urban core could tip the balance for struggling poor and minority families without access to these jobs, and with decreasing home values, their major monetary asset.

Conclusion

We believe that these facts constitute a prima facie violation of Title VI. As a member of and as representatives of members of a protected class under Title VI, we will be subjected to disproportionately high adverse economic effects if the eastern bridge component of the project which is studied in the DEIS is carried forward.

Paul Bather

FHWA Administrator, Mary Peters FHWA Kentucky Division Administrator FHWA Indiana Division Administrator John Ballantyne



Commonwealth of Kentucky Transportation Cabinet Frankfort, Kentucky 40622

Secretary of Transportation

Clifford C. Linkes, P.E.

Deputy Secretary

James C. Codell, III

Feb. 13, 2002

The Honorable Paul Bather Kentucky House of Representatives 4706 Varble Avenue Louisville, KY 40211

Dear Representative Bather,

Thank you for your comments at the Feb. 7 public hearing on the Draft Environmental Impact Statement (DEIS) for the Louisville-Southern Indiana Ohio River Bridges Project.

As explained in the opening presentation, a comment period on the DEIS began on Nov. 9 and ends on Feb. 25. During this time, we are receiving comments on the DEIS. Responses will be made in writing in a Final Environmental Impact Statement that will be released later this year.

Although the Kentucky Transportation Cabinet, the Federal Highway Administration and our consultant, CTS will be unable to attend the public hearing and debate you have scheduled for Feb. 21 regarding the Bridges Project and other local development and environmental issues, we hope that you will provide any comments you receive relating to the Bridges Project for consideration in the DEIS review. Comments can be mailed to John Ballantyne, Federal Highway Administration, John C. Watts Federal Building, 330 W. Broadway, Frankfort, KY 40601-1922.

Anyone who missed the five public open houses and two public hearings that were held in recent weeks can submit comments to Mr. Ballantyne at the above address through Feb. 25. Online comments also can be submitted through Feb. 25 by visiting www.kvinbridges.com and scrolling down the home page to the "comment on the DEIS" link.



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The Honorable Paul Bather February 13, 2002 Page 2

Paul E. Patton

Governor

Since work on the Draft Environmental Impact Statement began more than three years ago, we have had an extensive public involvement program throughout the region. Representatives from organizations and communities including those in western Louisville have provided valuable input and information through five public involvement groups that met periodically with the project team. In addition, we have held large public meetings. Elected officials, including the Jefferson County legislative delegation, churches, civic organizations and thousands of area residents receive regular updates through the mail and through e-mail notification about the work, including ways to obtain information and submit comments.

The recent series of public open houses and hearings received widespread media exposure, and notifications were sent to everyone on the mailing list. Enclosed for your review is a copy of the story that appeared in The Louisville Defender regarding the hearings.

Thank you again for your comments and participation.

Sincerely.

John L. Carr. PE

Deputy State Highway Engineer

Kentucky Transportation Cabinet

Jose Sepulveda

Division Administrator

Federal Highway Administration

Citizens invited to comment on Bridge Options at public hearings Feb. 6 -7

Louisville, Ky., (Jaz. 30, 2002) - Cainens can comment on an Ohlo River Bridges Project report that analyzes and bridge and highway options at

The formal hearings are Wednesday, Pels. 6, from 4 to 18 p.m. at Kye's Mesting Center, 500 Missouri Ava., Jeffersonville, Ind., and Thursday, Feb. 7, from 4 to 10 p.m. at the Kepmekly Fair and Expesition Center. South Wing Rooms (0)-105, \$37 Philips Leng. Louisrille, Ky.

The bestrage are the insuperior public forums where people on make comments on the project. Druft Environmental Impact Statement (DEIS). Writen and o mail comments will be accepted through Feb. 25.

HEARING FORMAT There are user ways to

- omments at the public hearings:

 Write comments of
- Resort committee to
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- Stanographer

 Make comments,

All comments — written, recipied and can — will be considered speally. No responses to comments will be made at the herwige. All comments will be made at the market in writing in a Final Environmental Impact Statement (FEIS) to be released herr this year.

If yourse as the microphone, people 'muits, sign up at the registration since, also reder of speakers will be 'maid-outly selected at drawings at 4, 6,8 and 10 p.m.. To allow everyone to signate, people can speak only only and limited to two minutes such and cannot yield time to when speakers. Elected officials will be allowed the content of the content of the content of the content people time to when speakers. Elected officials will be allowed the content people time to when speakers. Elected officials will be allowed the content people the content people

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Both hearing locations are or TARC bus routes: The ladium micriting is on Route #2 (Section Sweet) and Route #1 (Jeffer sonville). The Kentucky meeting is on Route #2 (Second Street For more dentile, contact TARC' customer service department a (507) \$82-1234.

For more information on the Bridges. Project, log out a waw-ky-ind-plaga-scene, or ca Kristen Jordan at (502) 815-3337. In accordance with the American with Disabilities sket, if you, gave a disability shot requires accordance places call. Kristen Jordan prior to the hearings.

OTHER WAYS TO COMMEN

If you can't stand the harrises, you can comment, you can comment, and I feb. 25. You can comment of from the Bright Project Web site. Dr you car send written cottenents to lobe Ballantyon. Federal Highway Administration, John C. Wan Federal Building, 130 W. Broadway, Frankfort, KY, 40601-1922.

The project has required more than 1,500 written and or mail comments on the DEIS short the report was hanced in November 2001. Scores of people since ded five open house meetings.

"The leaders of Kentucky and indicate went everyone to have the chance to incomment on this important know," said Project Manuser Charles Rivener.

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After revisiving the set is comments, Kernacky Tump portain on Cabbatt Secreta Janus C. Codell. III and Indian Department of Transportain Commissioner J. Brysn. Will make a recommendation what and where to build in the projects' Pinal Environment Empart Statement. The Federal Environment of Transport Statement. The Federal Statement of Transport Statement. The Federal Statement of Transport Statement. The Statement of Transport Statement. The Statement of Transport Statement of

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

PAUL BATHER 4706 Varble Avenue Louisville, Kentucky 40211 Home: (502) 775-6982 State Message Line: 800-372-7181



COMMITTEES

Banking and Insurance

Health and Welfare

Local Government

43rd LEGISLATIVE DISTRICT

RECEIVED () FEB 2 5 2002

February 25, 2002

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 West Broadway Frankfort, Kentucky 40601-1922

cc: John Carr - KYTC Charles Raymer - CTS

Re: Comments on the DEIS for the Louisville Bridges Project

Dear Mr. Ballantyne:

I am a member of the House of Representatives of the General Assembly of the Commonwealth of Kentucky representing the 43rd Legislative District. Please accept the enclosed letter as my comment upon the Draft Environmental Impact Statement and on the process leading up to that statement.

Very truly yours

Paul Bather

RESOLUTION



In Support of Two-Bridge Recommendation With A Spaghetti Junction Redesign: Specifically Connecting I-265 Gene Snyder in Kentucky with I-265 in Indiana.

The facts supporting the need for an 1-265/Snyder Freeway bridge linking Kentucky and Indiana are indisputable. Not moving ahead with the expeditious construction of a new eastern bridge will result in increased traffic congestion, deterioration of economic viability and loss of job opportunities for the Greater Louisville region.

Past s	studies, including the Origin and Destination Study, Ohio River Major Investment Study, and	the
curre	nt work underway in the Environmental Impact Statement show:	D 46
1	Some 25, 400% of Kennedy Bridge Traffic is Indiana-east Jefferson County or Oldham County	B.46

- Some 35-40% of Kennedy Bridge Traffic is Indiana-east Jefferson County or Oldham County in origin or destination.
- Both eastern Clark County in Indiana and eastern Jefferson County are undergoing major population and industrial growth.
- 3. The two bridge scenario will provide:
 - . The most cost-effective means of solving the community's transportation needs
 - · The completion of the circumferential highway system, thus creating a new alternate route
 - · Volume reductions in the downtown area
 - · The greatest benefit for commercial traffic
 - The best combination of reducing incident impacts and delays in Spaghetti Junction and an alternate route for avoidance of delays
 - · The greatest net economic benefit for the region
 - The greatest reduction in VMT (vehicle miles travelled) and VHT (vehicle hours of travel) .
 - The greatest overall transportation and economic benefit for the entire region

The public clearly supports the two-bridge alternative with an I-265 crossing:

- The 1993 and 1996 Courier-Journal Bluegrass Public Opinion Polls showed overwhelming support of an I-265 bridge, among residents in both Kentucky and Indiana.
- The 1993 Goals for Greater Louisville listed the I-265 bridge as the number two priority among adults responding.
- Numerous community groups, elected officials and business organizations have called for the construction of the bridge; Middletown Chamber; Jeffersontown Chamber; Southern Indiana Chamber; City of Shivley; Greater Louisville Inc.: Mayor Armstrong: Representative Northrup; Senator Lugar; Representative Hill; Senator Bayh; Governor Patton: Governor O'Bannon: Kentuckians for Better Transportation, etc.
- The Transportation Policy Committee of KIPDA (the Kentuckiana Planning and Development Agency our region's transportation planning agency) unanimously endorsed this solution for our region's cross-river deficiency in 1996.

Therefore, we support an I-265 Bridge/Downtown Bridge/Spaghetti Junction Redesign and urge the Federal Highway administration to recognize and affirm this need in the Final Environmental Impact Statement and its subsequent Record of Decision.

Organization Indiana House of Representatives Phone	
Address 200 West Washington Street, Indianapolis, Indiana 4620	4
E-Mail Address R71@ airorg	
Signed James Will My Title State Representative Date 1-25-0	2
Submit to: Tonya Fischer	
Southern Indiana Chamber of Commerce	
4100 Charlestown Rd., New Albany, IN 47150	V



Southern Indiana Chamber of Commerce

TERRY A. GOODIN 409 SEYMOUR ROAD

CROTHERSVILLE. IN 47229

COOTHERSVILLE: IN 4.7229

COMMITTEES:
AGRICULTURE, NATURAL RESOURCES & BURAL DEVELOPMENT
COURTS & CRIMINAL COOF
FINANCIAL INSTITUTION:
HUMAN AFFARA
ROADS AND TRANSPORTATION VICE CHAIRMAN

Mr. Greg Fitzloff, President

4100 Charlestown Road New Albany, IN 47150 Dear Ms. Fischer:

February 21, 2002

I am writing to express my support for the two-bridge recommendation. I would like my name to be noted as one of the many supporters of the bridge project.

I believe that the bridge project is needed in order to handle the area's transportation needs. Without the I-265 bridge, congestion is going to be a worsening problem. Much time, energy, and thought has been invested in the project and I think that it is time that it be implemented.

I thank you in advance for noting my support for the project. Please do not hesitate to contact me if you have any questions or concerns regarding this matter.

Sincerely,

State Representative

House District 66

cc: Indiana Department of Transportation

TAG/kmn

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STATE OF INDIANA

HOUSE OF REPRESENTATIVES THIRD FLOOR STATE HOUSE INDIANAPOLIS, INDIANA 46204



BILL COCHRAN
4330 GREEN VALLEY ROAD
NEW ALBANY, IN 47150
COMMITTEES
JUDICIARY
WAYS AND MEANS

February 4, 2002



Indiana Department of Transportation Attn: Mr. J. Bryan Nicol, Commissioner 100 North Senate Avenue, Room N755 Indianapolis, IN 46204

Dear Commissioner Nicol:

I write to you today to lend my support for the **two** proposed bridge projects connecting Southern Indiana and Louisville. These proposed projects are integral to the economic development of Southern Indiana and I feel that both bridges need to be built to properly address the traffic congestion issues facing both Louisville and Southern Indiana.

B.46

I have been a member of the Indiana General Assembly for twenty-eight years and in those years, I have heard many times from constituents, state agency employees and fellow legislators alike, all are in favor of the "two bridge" proposal being offered now. I finally feel as though this issue is finally going to gain momentum and possibly rectify the problems we in Southern Indiana are experiencing due to traffic congestion. It would be a grave injustice, to proceed to build a "downtown" bridge connecting the heart of Louisville to our great state and not construct an "east end" bridge. The time has come, the time is now, please do not err and neglect your duty to serve the residents and voters of Southern Indiana. Build an "east end" bridge and invest in Indiana.

I would like to thank you for your hard work and dedication to this project. I appreciate your taking the time to consider this letter and wish you good luck on this monumental endeavor.

Sincerely,

William Cochran State Representative House District 72



RESOLUTION

In Support of Two-Bridge Recommendation With A Spaghetti Junction Redesign: Specifically Connecting I-265 Gene Snyder in Kentucky with I-265 in Indiana

The facts supporting the need for an 1-265/Snyder Freeway bridge linking Kentucky and Indiana are indisputable. Not moving ahead with the expeditious construction of a new eastern bridge will result in increased traffic congestion, deterioration of economic viability and loss of job opportunities for the Greater Louisville region.

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B.46

- Some 35-40% of Kennedy Bridge traffic is Indiana-east Jefferson County or Oldham County in origin or destination.
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 Chamber; City of Shivley; Greater Louisville Inc.; Mayor Armstrong, Representative Northup,
 Representative Hill, Senator Bayh, Governor Patton; Governor O'Bannon; Kentuckians For
 Better Transportation. etc.
- The Transportation Policy Committee of KIPDA (the Kentuckiana Planning and Development Agency – our region's transportation planning agency) <u>unanimously</u> endorsed this solution for our region's cross-river deficiency in 1996.

Therefore, we support an 1-265 Bridge/Downtown Bridge/Spaghetti Junction Redesign and urge the Federal Highway Administation to recognize and affirm this need in the Final Environmental Impact Statement and its subseque

Organization State Senste Phone 82-256-3585
Address James a. Lewis Ja.,
Signed 774 Leavel St. Title St. Secretary Date 8-23-

Submit to:

Tonya Fischer
Southern Indiana Chamber of Commerce
4100 Charlestown Rd.
New Albany, IN 47150
945-0266 (phone)
948-4664 (fax)

Del



Air Pollution Control District

Jefferson County, Kentucky

Rebecca Jackson County Judge/Executive

Arthur L. Williams District Director

February 20, 2002

18

HDA

ADA

HFA

HPD

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FEB 2 5 2002

cc: John Carr - KYTC

Charles Raymer - CTS

John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 W. Broadway Frankfort, KY 40601-1922

Dear Mr. Ballantyne:

Please find below comments on the DEIS for the Ohio River Bridges Project submitted on behalf of the Air Pollution Control District of Jefferson County, Kentucky.

It appears that the Ohio River Bridges Project would improve air quality for the region, in particular through the reduction of congestion.

These are also several areas where the DEIS and Final EIS, with additional information would lend stronger support to that conclusion as follows:

G.6

- The Final EIS should recommend that further carbon monoxide modeling be performed at the specific, proposed interchanges when the alignments have been selected and designed so that the alignments meet conformity and the NAAQS requirements mandated in the area's State Implementation Plan.
- The Indirect and Cumulative Effects Analysis (ICEA) did not adequately address that an east end bridge will foster development and determine the corresponding affect on air quality.

The ICEA did not adequately addresses the effect on air quality of new highway infrastructure or development patterns.

The conclusion at page 5-96 of the DEIS that, "Therefore, no indirect or cumulative effects are anticipated for any of the bridge/highway, either the Downtown, Near East or Far East as alignments..." is inconsistent with the findings in the November 2001, "Indirect and Cumulative Effects Analysis-Draft Technical Report."

G.7

G.13

The DEIS, under the discussion of indirect or cumulative effects, did not address the issues of hazardous air pollutants, ozone and the area's status relative to the 8 hour ozone standard or the area's status relative to the PM2.5 standard.

G.8

3. Emissions from the construction project(s) should have been estimated by AP42 or modeling.

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 The DEIS did not adequately address or determine hazardous air pollutant levels. The Final EIS should reflect an analysis using the existing EPA Complex model or MOBTOX5b and the to be released Mobile Model 6.2 if it is available. **G.9**

5. "Existing conditions" for air quality does not accurately identify the area as a one hour ozone maintenance area, a CO maintenance area and insufficient or no reference to or analysis of or significance of the status of the area relative to the 8 hour ozone or PM2.5 standard and the area's status relative to those standards is provided.

G.1 G.3

6. It would be useful, appropriate and accurate for the DEIS to reflect, quantify and evaluate by relevant pollutant that, relative to air quality issues, that construction of a new downtown bridge and a rebuild of Spaghetti Junction would have significant air quality benefits through the relief of substantial existing congestion.

G.10

7. The DEIS and Final EIS would benefit from an evaluation of the effect on air quality that the build alternatives would have as a result of the changes in speed of vehicular traffic and the known relationships (speed curves) between vehicle speeds and the emission rates of relevant activities.

G.11

8. The DEIS and Final EIS would benefit from an evaluation of the effects on air quality relative to vehicle miles traveled as a result of the various build alternatives. This evaluation should consider and address the likelihood that by the time the build alternatives, if selected, are constructed that vehicles and fuels will be substantially "cleaner" and that emission rates of relevant pollutants may be substantially lower.

G.11

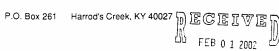
Thank you for the opportunity to provide these comments.

Sincerely

Athur L. Williams

cc: Judge/Executive Rebecca Jackson
Deputy County Judge Executive Lorie Beavin
Commissioner Russ Maple
Commissioner Darryl Owens
Commissioner Dolores Delahanty
Mayor Dave Armstrong
APCD Board
John Lyons, KY. DAQ
John Carr, KY Transportation Cabinet





January 29, 2002

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 West Broadway Frankfort, KY 40601-1922

Subject: City of Green Spring response to the Draft Environmental Impact Statement (DEIS) for the

Ohio River Bridges Project.

Dear Mr. Ballantyne:

Attached herewith is the City of Green Spring's official response and comments to the Draft Environmental Impact Statement for the Ohio River Bridges Project.

We are deeply appreciative and thank you for this opportunity to make comments on this most important project for our community.

Should there be any questions concerning this input, please do not hesitate to contact me or members of the Green Spring City Commission. Our City email is gspringky@aol.com and I can be reached at (502) 228-3951.

Please ensure that this correspondence and attachment are included in the formal administrative record for this project.

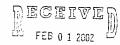
Sincerely,

William M. Huff, Mayor

CC: Commission Members Hon. James Codell, KYTC Hon. Anne Northup, Congresswomen Jose Sepulveda, FHWA John Clements, CTS

Attach: Green Spring Response to Ohio River Bridges Project DEIS





City of Green Spring

Conclusions and Comments To

Draft Environmental Impact Statement Ohio River Bridges Project

William M. Huff, Mayor

Harold B. Berry, Commissioner

Patricia Gosnell, Commissioner

Joe Marini, Commissioner

Tom Phillips, Commissioner

Raymond L. Rissler, City Bridge Study Representative

Overview and Conclusions

During the course of this three-year study, the Green Spring City government has spent countless hours participating with the eastern area work group, attending bridge meetings. reviewing documents, maps and is currently a "Consulting Party" in the section 106 historic review process. It is from this base of understanding and experience that the City of Green Spring provides this response to the Draft Environmental Impact Statement for the Ohio River Bridges project.

As a general opening statement, since the inception of the DEIS study three years ago, world events combined with a downturn in the economy have placed severe budget constraints at both the Federal and State levels. We believe this intensifies the importance during the final bridge decision and alignment selection process of seeking funding that is based clearly on a justifiable need and urgent priority for our regional transportation system.

We believe the DEIS clearly shows beyond doubt that the only way to alleviate current and avoid severe future traffic problems with the present Ohio River crossings is to build a new bridge in the Central corridor and to completely reconstruct the Kennedy interchange in the same area. A Central corridor bridge and rebuild of the Kennedy interchange are, in the City's view, imperative to the future growth and development of the region overall.

A.4

Accordingly, we fully and without reservation support the construction of a new downtown bridge, and the design and construction of an improved Kennedy interchange. These two efforts should be planned and scheduled for the earliest possible completion. Immediate and substantial benefits in both traffic flow and safety will be realized, as is borne out by the relevant data in the DEIS. One key factor stated is that the downtown bridge is the only single-bridge option that would reduce traffic on the Kennedy Bridge below its design capacity (95%).

A.9 B.94 D.7

its connections to I-65 in Indiana and Kentucký already provide a diversionary route across the Ohio River for use if and when construction necessitates temporary closure of the Kennedy Bridge and interchange. The Sherman Minton is as close to the Kennedy as the proposed near-eastern alignment for a second bridge would be.

The DEIS data does not indicate an urgent need nor immediate benefit to be derived from an East End bridge. In fact, it confirms that any eastern bridge would not create new jobs, but

would only redistribute them within the region. The study says that some 10,400 jobs would shift from Kentucky to Indiana, representing more than \$342 million in lost wages. (DEIS page 5-28). The City does not believe the purpose of the construction of any bridge should be

simply the relocation of jobs from one state to another.

This construction, according to CTS engineers, can be carried out without a need for a second new bridge in eastern Jefferson County. Moreover, the Sherman Minton Bridge and

We believe that the idea of combining the construction schedules for a downtown bridge and an east end bridge was advanced after it became apparent that there would be significant objection to an east end bridge for many reasons, and furthermore the traffic improvement rationale for new bridges would not be supported by data generated concerning east end bridge availability. With these two factors in mind, a concurrent construction strategy was devised to enable the weakly justified east end bridge to ride along on the coattails of the obviously essential new downtown project. Prior to any studies at all, it was evident to regional residents and through travelers that an additional bridge is needed downtown, along with a redesigned Kennedy interchange.

B.10

Submitted January 29, 2002

Green Spring response to Ohio River Bridges Project DEIS

Overview and Conclusions- Continued

Delays and accidents within the current facilities are numerous and becoming more frequent and more serious. We believe that this urgent problem should be addressed immediately and separately, especially in view of the deteriorating fiscal position of the States of Indiana and Kentucky, and the Federal Government.

B.95

We urge that the immediate problem be solved first. With the downtown solution in place for a period long enough to clearly demonstrate the actual, not synthesized, impact which it has on traffic and traffic safety, it can then be determined with much greater confidence, whether a second new bridge is needed and can be cost/benefit justified on a stand alone basis.

B.6 B.7 Further, it is hard for us to envision that "Light Rail" will not play some key role in the future transportation network for our region. Many large modern cities, particularly those bordering rivers, have demonstrated the value of such systems and their ability to reduce commuting traffic from the highways. We, therefore, would recommend that the design of the downtown bridge and approaches preserve the option for a cross-river light rail system sometime in the

C.9 D.19 D.60

Based on the findings and facts of the DEIS, the City of Green Spring has concluded that any East End Bridge alignment would, in sum, be more deleterious than beneficial to the region. Additionally, the further the corridor from the central core of the urban area, the lesser the need. This begs the questions should we spend millions of dollars and severely impact our environment to construct an eastern bridge that, will result in a net loss and redistribution of jobs in our region, will contribute to urban sprawl, and will carry a minimum of cross-river

B.56 B.57

A concluding concern also is that: "a bridge in the Far East or Near East corridor would have no effect on the central core area of Louisville, Bullitt County, Clark County and the western section of Jefferson County.

The Eastern bridge alternatives, therefore, would do nothing to rehabilitate the important core of Louisville's and Jeffersonville's downtown, which both suffer, as do many central core areas nationally, from out-moving businesses and residences.

PROPOSED ALIGNMENTS

As stated in our overview and conclusions, while we believe most strongly from the study process that there is neither purpose nor need for an East End bridge, and even less need for one in the Far East corridor, it would be an abdication of the City's responsibilities to ignore the presence of such proposals in the DEIS.

B.95

Our continuing belief is that an eastern bridge should be built only when there is clear evidence available supporting a real community need. If future conditions and research prove an economic or traffic need, the City of Green Spring would be totally supportive of an eastern bridge and provides the following comments on the current proposed alignments.

Meanwhile, we wholeheartedly endorse and support the construction of a new downtown bridge with the rebuilding of the Kennedy Interchange as the region's highest priority and irgent transportation system need.

Green Soling response to Ohio River Bridges Project DEIS

Alignment B-1

Based on the projected usage of all the proposed East End routes, the City favors construction of a bridge in the Near East corridor. If the DEIS projected statistics prove anything, they prove that the closer to downtown a second bridge is the more it will be used. By the same token, the further away a second bridge is located from downtown, the less that bridge will ease congestion, improve second bridge is located from downtown, the less that by the same token, the further away a second bridge is located from downtown, the less that bridge will ease congestion, improve safety and reduce delays on the existing bridges. The near east bridge alignment is about equal distance to the east as the Sherman Minton Bridge is to the west from the Kennedy Bridge. Such a bridge:

B.89

- will be used more by persons within the Kentucky-Indiana area as well as for through-traffic
- will better support revitalization of the downtown areas of Louisville and Jeffersonville
- will still provide adequate access to the Clark Maritime Center
- will better support the existing transportation system in both states.

This alignment, according to the DEIS, has the least impact to streams, wetlands and historic sites. Although the highest cost and displacement option of all the eastern alignments and perhaps technically challenging, this is the only route that has the potential opportunity to smoothly integrate the interstate routes of 265, 71 and 264 for an efficient river crossing.

Alignment A-13-15

We are combining these two alignments for discussion, since insofar as they impact the City of Green Spring they are essentially the same. We are cognizant that they differ as they move closer to, and across, the Ohio River, but as to impacts to the City of Green Spring and its residents, there is no difference between them.

Of all the far eastern options, the City strongly favors alignments A-13-15 as the best options for the immediate community overall, given the mitigating factors discussed below. Assuming the alignments do not change, we have no preference between them. If there is to be a bridge the alignments do not change, we have no preference between them. If there is to be a bridge built in the east end, however, alignments A-13-15 provide the least disruption in construction; no least taking of property and the least potential for pollution (noise, air and light) of any oute. This so-called trench-tunnel alignment, with the trench beginning approximately at the U.S. 42 and the Drumanard historic property, has the potential to also minimize the visual pollution of this project. This is the sort of creative approach to the onerous issue of locating a part and parcel of the other alignments. part and parcel of the other alignments.

B.74

The City believes the trench, which will reach a depth of as much as 60 feet at U.S. 42 will greatly mitigate the noise, light and air pollution problems, which form the basis of the objections we have to the other Far East alignments. The essential need for the half-diamond interchange at U.S. 42 will give local access to the Snyder Freeway and has the advantage of being located within the municipal boundary of our neighboring suburban City of Prospect, which can then exercise positive zoning control.

The major mitigating element, which makes alignment A-13-15 work, is the half-diamond interchange. Not only would a more extensive interchange at Wolf Pen Branch Road require additional taking of property and bring noise, light and air pollution into a proposal which has been designed to eliminate it as much as possible, but, even if there were no services available, it would tend to increase traffic significantly on already-overused U.S. 42 simply because it was there. The City considers the half-diamond interchange to be an integral part of an acceptable A-13-15 alignment.

B.23

While the effect of the road gradient and trench will help mitigate sound and light pollution, we believe a sound wall constructed of state-of-the-art sound absorbing material should be constructed on both sides of the trench from U.S. Highway 42 to the I-71 interchange. The wall should be of sufficient height to deflect noise above all dwellings and should blend with the attent of the control of the pollution of the control of the contr atural surroundings by supporting the growth of ivy or other suitable plant materials and be tensively shielded with trees and other plantings.

H.13 H.14

Green Spring response to Oblo River Bridges Project DEIS

Alignment A-13-15 continued

These natural sight and sound barrier concepts have been employed in other similar transportation projects nationally with great success in preserving the character of the environment. The City of Green Spring has many residences with frontal exposure to this proposed alignment and natural sight and sound barriers are considered to be a reasonable and necessary design element.

Alignment A-9

Alignment A-9 swings toward Louisville from the present Gene Snyder Freeway and is an elevated route. Of all the proposed eastern bridge alignments, the City of Green Spring vehemently opposes this route since it has the most severe environmental impact on the area. According to the DEIS study, this alignment has the greatest impact to the eastern historical districts and wetlands. Further, this elevated route is in such close proximity to established suburban cities and neighborhoods that it will have critical impact on the integrity of these municipalities through actual displacements and reduced property values of those remaining.

Basically there is no way to soundproof a bridge alignment which is "in the air". The structure itself could be constructed with materials which could lessen, but not eliminate, the noise of tires on the surface and engineers for CTS have indicated that is the extent of it. Sound walls cannot be placed on a bridge. Neither are there any construction methods that can prevent light pollution. Air Pollution one has to live with.

The City is also concerned because A-9 is the only far eastern alignment which does not cross U.S. 42 within the municipal boundaries of a zoning control suburban city like Prospect. While we support some limited access to and from U.S. 42 to the Gene Snyder reeway and the bridge, we are concerned as to the nature of future commercial development in this pastoral area.

There are simply <u>no mitigating factors</u> that the City could propose for this route. Alignment. A-9 presents so many problems and is so objectionable to the City and its residents by its sheer location and historic site impact that we are unable to define any modifications that would make it acceptable. Moreover, there are other proposed alignments, such as A-13-15, that can achieve the same objective with far less damaging impact to the environment.

Alignment A-2

This alignment swings to the east and away from the City of Green Spring and therefore has minimum impact on our City. It is also the only east end alignment to have no impact to any historic district and has the least encroachment on the floodplain. However, from an overall impact to the existing community it does have some problems.

impact to the existing community it does have some problems.

First and foremost, it tends to cut the City of Prospect in half, which we understand is not considered good policy in new construction projects. Further, this is also an elevated alignment that has many of the same noise and sight problems as discussed with alignment A-9. The route would run between and in close proximity to some of Prospect's neighborhoods that could be significantly impacted.

Another issue is that of emergency services and how to handle incidences in the neighborhoods that are on the other side of this route from the Harrods Creek Fire Department and other services from Louisville in the event of a serious accident or hazardous waste spill that blocked access to U.S 42.

We're not sure there could be any mitigating factors that could make this alignment acceptable to the City of Prospect. We would surmise that, from a direct suburban city impact perspective, Prospect would oppose alignment A-2 for the very reasons that the City of Green Spring so strongly opposes alignment A-9.

Alignment A-16

This alignment also swings to the east and away from the City of Green Spring and as a result has minimum impact on our City.

According to the DEIS, this alignment has the highest amount of impact to wild habitat, streams crossed and encroachment on the floodplain. While it displaces the least amount of farmland, it is second in impact on historic sites.

This alignment brings many of the same problems of noise, air and light pollution, as does A-2. It, also, is totally in the air (bringing the same problems as A-2), running between some of the Prospect neighborhoods.

Since it crosses Harrods Creek three times, the attendant noise pollution traveling down the Creek could be extreme and, we believe, the environmental impact on the Creek would be the greatest of all the alignments. Long-term damage to the Creek could be considerable.

B.80

B.92

Additionally, the route could considerably reduce the property values in the Ken Carla subdivision. The same would probably be true of the Woodlands condominium community, the Harrods Landing condominium development and the Harbor, all of which would have a "front row seat" to bridge traffic 24 hours a day.

All the basic concerns of A-2 apply equally to A-16 with the exception of emergency services.

With respect to possible mitigating actions, since this route runs close to an undeveloped hillside leading up to the Bridgepointe subdivision from The Landings subdivision, moving the route towards Bridgepointe and placing it underground or placing sound walls on the uphill side would solve some of the noise, light and air pollution problems. Even with this solution, the bridge would still be "in the air" before being buried in the hillside and as it crosses U.S. Highway 42.

Summary

The City of Green Spring is appreciative of the opportunity to make this official response to this Draft Environmental Impact Statement. Our City has continued to be actively engaged and committed to the process of making the best possible choices on this enormous transportation project for the long-term benefit of the region both economically and environmentally. The decision about building bridges will be our community's legacy-Let's ensure it's the right one.

We urge a serious and detailed reading of the findings of the DEIS by the States and Federal Highway Officials. We believe such reading will show there is no reasonable or realistic justification for a Far East Bridge and only slightly more justification for a near East Bridge.

Moreover, we have concluded the DEIS clearly shows beyond doubt the only way to avoid severe future traffic problems with the present Ohio River crossings is to build a new bridge in the Central corridor and to completely reconstruct the Kennedy interchange in the same area. While we have primarily compared the effects of East End alignments with the No Build solution, we conclude that alternative is not viable. A Central corridor bridge and rebuild of the Kennedy interchange are, in the City's view, imperative to the future growth and development of the region overall.

R.3

B.90



HARRODS CREEK

Fire Protection District

February 7, 2002

Ohio River Bridges Project Kentucky Transportation Cabinet Indiana Department of Transportation Community Transportation Solutions, Inc.

Gentlemen,

The Harrods Creek Fire Protection District (HCFPD) has been an active participant in the Draft Environmental Impact Study (DEIS) conducted by Community Transportation Solutions, Inc. (CTS) and appreciate the opportunity to give input in to the project from the emergency services perspective. Our District feels that it is important to present this letter as an official documentation of our concerns and what our District feels would need to be addressed to make this project safe for our team members and our community.

- 1. The straightest route with the least amount of direction changes is preferable and therefore we do not support the "B-1" alignment. The "B-1" alignment is also the least accessible alternative with the longest response time.
- 2. There must be full access on and off of the highway in both directions within our District.
- 3. If a tunnel is included as a part of this project, that our District be directly involved in the design phase with consideration given to ventilation, firefighting systems and runoff containment systems.

4. There must be provisions on the bridge structure for hydrants, traffic control systems and run-off containment.

The HCFPD is confident that our concerns will be addressed during this process. If there are any questions I can be reached Monday through Friday at (502) 228-1351.

Chris Aponte, Chief

Harrods Creek Fire Protection District

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CITY OF INDIAN HILLS

---P.-O. BOX 6289 LOUISVILLE, KY 40206-0289

February 20, 2002

Mr. John Ballantyne Federal Highway Administration 330 W. Broadway Frankfort, KY 40601-1922 FEB 2 1 2002

TO
HDA
ADA
HFA
HPD
HPE
cc: John Carr – KYTC
Charles Raymer – CTS

RECEIVED

Dear Mr. Ballantyne:

This letter expresses our City's opposition to proposed Alignment B1 for the Kentucky-Indiana bridge in Eastern Jefferson County. One of our council members, Lyle Spalding, participated with the study team by serving on the Eastern Jefferson County Area Work Group; and he and we are in favor of an Eastern bridge in order to fulfill the need for completing the I265 beltway around the metropolitan area as well as a downtown bridge.

When the B-1 alternative is compared with other Eastern options it is clear that the cost in dollars, in human impact and effect on historical properties is substantially greater than any other. These are the obvious factors upon which you and your associates will make a decision; hard facts that should cause this alternative to be dismissed.

B.27 B.88

Less obvious, but no less important are issues of highway safety and continuity of traffic flow. Our residents who commute to downtown Louisville on 171 already face traffic backups in the 1264/171 area. The placement of bridge interchanges between that location and downtown would exacerbate this problem. Also that placement would not provide relief to downtown or Kennedy Bridge backups because it is too close to the downtown area.

B.122

As to safety, we have representatives on the governing bodies of the Harrods Creek Fire Protection District and the St. Matthew's Fire Protection District. These groups, along with the City of Louisville, would provide emergency service to that bridge. It is our feeling that the B-1 interchange configuration and its relative inaccessibility to emergency vehicles would make it a very unsafe location; more unsafe than the present I264-I71 junction which is notoriously bad.

B.84 B.74 We believe that the preferred route across the Ohio River should be the most feasible direct connection of I265 on both the Kentucky and Indiana sides of the river; most likely Alternative A-13. A connection which is less expensive and with substantially less adverse human and historical impact than Alternative B-1.

Yes wily yours

Mayor

cc Indian Hills City Council Members

My name is Mark Adams. I am County Engineer for Jefferson County. I have been involved in the bridge study process for 12 years and I have participated in most of the previous studies.

I have reviewed the Draft-EIS Document and would like to commend the two states and CTS consultants on an outstanding document.

From my perspective, the EIS thoroughly justifies the construction of the two-bridge solution.

B.46

The 2-Bridge Solution is justified and evident based on safety, bridge capacity, air quality, reduction in vehicle miles traveled, future regional growth and the list goes on.

So, what I would like to focus on tonight is making sure we build these two bridges in the right location.

B.25

In the East End, the least disruptive, safest and most community friendly alternative is A13/2005. This alignment is the center alternative, it requires a tunnel and lowers the existing Snyder Freeway next to Green Springs, Bridgepoint and Wolf Pen Branch. It is without question the most desirable route of all possibilities in Eastern Jefferson County.

D.23

I would also like to comment on the Downtown issues. From an Engineering perspective, I also believe the relocated Spaghetti Junction option should be selected.

B.26

By relocating the junction, we again have the safest design, best ramp configuration, easiest to construct and most environmentally sensible alternative.

R.18

I make this recommendation based on one very important stipulation – The Butchertown Neighborhood needs to be protected with noise walls under this scenario.

In summary, we have been studying these bridge locations for over a decade. The community has been through a lot and if we make the right decision to build two bridges in the right locations, then the years of study will have been worth the time and effort. Thank You



Jefferson County Public Works

Jefferson County, Kentucky

Rebecca Jackson County Judge/Executive

James C. Adkins Director

Mark W. Adams, P.E. County Engineer

February 25, 2002

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 West Broadway Frankfort, KY 40601-1922

RE:

OHIO RIVER BRIDGES: DRAFT - EIS

Dear Mr. Ballantyne:

This letter is written as a follow-up to a meeting conducted by CTS last week with the Butchertown Neighborhood. The focus of our discussion pertained to a new I-71 Interchange at Frankfort Avenue/Ohio Street and the extension of Witherspoon Drive to this interchange.

In order to improve access to the Downtown Business District and the Medical Center a new interchange is essential. As a part of this interchange the Witherspoon Drive connector is also critical. There will be only one opportunity to construct these improvements and that is when Spaghetti Junction is rebuilt.

The Butchertown Neighborhood has many important concerns. By effectively using the Section 106 process, all or most of these issues should be mitigated. The dialogue with the Consultants, Butchertown, City and County has been very productive to date and should be continued.

The CTS consultants have been very helpful in analyzing this proposal and I would like to commend them on their review and evaluation. I look forward to further discussions of the Frankfort Avenue/Ohio Street Interchange and extension of the Witherspoon Drive during the Section 106 Process.

B.19 **B.41**

B.42

12

RECEIVED FEB 2 5 2002

Charles Raymer - CTS

County Engineer

MA/dd

Anne M. Northup, Congressional House Representative Rebecca Jackson, County Judge/Executive Jose M. Sepulveda, Federal Highway Administrator James C. Codell, III, Secretary Kentucky Transportation Cabinet Charlie Raymer, Project Manager, CTS Jim Adkins, Director of Public Works

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"The Journey To Our Future Begins Today."

My name is Mark Adams. I am County Engineer for Jefferson County. I have been involved in the bridge study process for 12 years and I have participated in most of the previous studies.

I have reviewed the Draft-EIS Document and would like to commend the two states and CTS consultants on an outstanding document.

From my perspective, the EIS thoroughly justifies the construction of the two-bridge solution.

The 2-Bridge Solution is justified and evident based on safety, bridge capacity, air quality, reduction in vehicle miles traveled, future regional growth and the list goes on.

So, what I would like to focus on tonight is making sure we build these two bridges in the right location.

In the East End, the least disruptive, safest and most community friendly alternative is A13. This alignment is the center alternative, it requires a tunnel and lowers the existing Snyder Freeway next to Green Springs, Bridgepoint and Wolf Pen Branch. It is without question the most desirable route of all possibilities in Eastern Jefferson County.

I would also like to comment on the Downtown issues. From an Engineering perspective, I also believe <u>C1 and</u> the relocated Spaghetti Junction option should be selected.

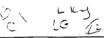
By relocating the junction, we again have the safest design, best ramp configuration, easiest to construct and most environmentally sensible alternative.

I make this recommendation based on one very important stipulation — The Butchertown Neighborhood needs to be protected with noise walls under this scenario.

In summary, we have been studying these bridge locations for over a decade. The community has been through a lot and if we make the right decision to build two bridges in the right locations, then all the years of study will have been worth the time and effort. Thank You



Jefferson County Public Works



Jefferson County, Kentucky

Rebecca Jackson County Judge/Executive

James C. Adkins Director

Mark W. Adams, P.E. County Engineer

December 14, 2001

DEG F C 2001
130 1604
ALIA HEA
HPD HPF
HIS

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 West Broadway Frankfort. KY 40601-111922

RE:

DRAFT: Environmental Impact Statement Ohio River Bridges

Dear Mr. Ballantyne:

This office has received a copy of the Draft Environmental Impact Statement (EIS), and I have spent the past several weeks reviewing this document. From my analysis, I do not think there is any question about the need and the justification for a two-bridge solution. In addition, I do not think there is any option, but to proceed with alignment A-13 in eastern Jefferson County and alignment C-1 in downtown Louisville.

The most suitable eastern route, the least disruptive, most environmentally compatible, and most acceptable alternative to the community is the A-13 eastern alignment. The positive aspects of this alternate are numerous and some of the most obvious benefits are as follows:

- <u>Safest Design</u> Routes A-2, A-9, A-16, and B-1 all introduce curves, which meet Federal Highway Standards, but are less than desirable from a highway geometric perspective.
- Least Disruptive to the Community The shortest and most direct route is A-13. From the Ohio River to the tunnel this route is only 6,000 ft. long or 1.1 mile. This compares very favorably when reviewed against routes A-2 and A-16, which are both three miles from the Ohio River to the Snyder; and A-9, which is two miles from the Ohio River to the Snyder; and A-9, which is two miles from the Ohio River to the Snyder. On a comparative basis, the actual impact of A-13 stops at the tunnel because existing KY-841 will be utilized for the remaining length, and the roadway will have a depressed section. This section of pavement also remains in place for all other alternates.

B.25

B.74

Ohio River Major Investment Study (ORMIS) was conducted. This study was required by the Federal Highway Administration and was the first time community consensus was obtained on the solution for the cross-river travel issues. This monumental achievement occurred after 18 months of exhaustive debate and evaluation. The final recommendation of ORMIS was a two-bridge solution; one-bridge upstream from the Kennedy, and one-bridge in the central corridor of eastern Jefferson County (A-13 or A-15). From all the comments I have heard during the

EIS, community consensus still exists for the two-bridge solution in the same

Community Consensus Decision - From July 1, 1995 until November 18, 1996, the

John Ballantyne Page -2-

corridors.

Most Desirable Interchange Access – The City of Prospect has expressed a desire
to maintain the current interstate access. From a review of all alternatives the only
route which meets this objective is the A-13 / A-15 alignment. We should accept the
request from the local residents since they are insistent on this partial interchange.

B.23

B.25

- <u>Highest Aesthetic Quality</u> -The tunnel design under US-42 and the Drumanard Tract
 will allow the rural character along US-42 to remain the same. This alternate should
 also include a permanent easement above the tunnel, in order to protect this land
 forever. All to often good intentions are lost when property ownership changes, or
 the property is subdivided as an estate settlement.
- Most Beneficial Noise Mitigation Route Route A-13 allows for existing KY-841 to be
 rebuilt as a depressed highway similar in character to the I-64 segment through
 Seneca Park and Cherokee Park. This depressed section will reduce the noise
 levels and improve the visual effects for residents living in Bridgepoint Subdivision,
 Wolf Pen Estates, City of Green Springs, Wolf Creek Subdivision, and everyone
 traveling on US-42.
- Consistent with Previous Corridor Studies For the past 30 years, all previous transportation planning had projected the Snyder Freeway to be extended from where it now ends at US-42. All recent developments approvals have proceeded with the assumption that eventually the Snyder Freeway would be completed from US-42 to I-265 in Southern Indiana.

B.26

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John Ballantyne Page -3-

The analysis above summarizes the basis for why the A-13 alternate should be selected. This summary does not address why the B-1 alignment should be discarded. The B-1 option was originally created as a part of ORMIS in an attempt to find an alternate solution, which avoided building two new bridges. From early analysis it became apparent that this option would not address the concerns listed in the purpose and need document.

In addition, this alignment would divert significant truck volumes and other traffic into an already congested area of Intestate-64 from the Watterson Expressway to the Snyder, and to the Watterson Expressway from I-64 to I-71. This alternate would be the beginning of another Spaghetti Junction at confluence of I-265/I-264/I-71. Today, traffic already backs up from downtown to this area on a regular basis, and B-1 could even cause new problems from a congestion and air quality perspective that does not exist today.

The studies on the cross-river travel issues have been exhaustive and comprehensive. This community is ready to proceed with the solution that addresses the majority of concerns. I know that no matter which routes are selected somebody will be affected. We place our trust in the process, with hopes the best decision for all will be made.

Sincerely.

Mark W. Adams, P. E. County Engineer

c: Anne M. Northup, Congressional House Representative Rebecca Jackson, County Judge/Executive Jose M. Sepulveda, Federal Highway Administrator James C. Codell, III, Secretary Kentucky Transportation Cabinet Charlie Raymer, Project Manager, CTS Jim Adkins, Director of Public Works B.27



Planning and Development Services

Jefferson County, Kentucky

Rebecca Jackson County Judge/Executive

February 20, 2002

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 W. Broadway Frankfort, KY 40601-1922 FEB 2 5 2002

TO
HDA
ADA
HFA
HPD
HPF
Cc: John Carr - KYTC —
Charles Raymer - CTS...

Subject: Louisville Bridges Draft Environmental Impact Statement

Dear Mr. Ballantyne:

As the Bicycle and Pedestrian Coordinator for the region that includes Jefferson and Oldham Counties in Kentucky and Clark and Floyd Counties in Indiana, I would like to make comments on the Louisville Bridges Draft Environmental Impact Statement. The Statement does not adequately address the accommodation of bicyclists and pedestrians in the Bridges Project.

The only way for bicyclists and pedestrians to cross the Ohio River at this time is the Second Street, or Clark Memorial, Bridge. This is also the only non-interstate bridge available to motor vehicle traffic in the region. It carries a great deal of motor vehicle traffic at high speeds, giving it very low feasibility for bicyclists. The narrow travel lanes offer little hope of reconfiguration for striping a bicycle lane or making other substantial changes to improve its feasibility for cyclists. It is not ADA compliant for pedestrians. The Statement mentions the "addition of a pedestrian/bicycle lane" for this bridge, but does not explain what that means or how that would be achieved. Acceptable details would need to be included in the final statement in order for that bridge to become an adequate option for bicyclists and pedestrians crossing the Ohio River in the downtown Louisville area.

B.2

There is also mention in the Statement of the Big Four Bridge. This bridge is privately owned and no longer has access from the ground. There has been no substantial progress in the attempts of local governments to obtain ownership of the bridge. Therefore, the final statement would need to provide acceptable details on how they plan to make the Big Four Bridge a viable alternative for bicyclists and pedestrians.

There are laws, policies and guidelines that should be applied to this project that are not adequately discussed in the Statement. They are found in the Kentuckiana Regional Planning and Development Agency's Regional Bicycle and Pedestrian Plan (available from Kentuckiana Regional Planning and Development Agency and referred to as "the Regional BP Plan"), Design Guidance, a US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure (available at http://www.fhwa.dot.gov/environment/bikeped/Design.htm and referred to as "the US

B.1

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DOT Policy") and FHWA Guidance, Bicycle and Pedestrian Provisions of Federal Transportation Legislation (referred to as "FHWA Legislation Guide" and available at http://www.fhwa.dot.gov/environment/bikeped/BP-Guid.htm).

The Regional BP Plan makes two relevant and controlling policy statements. The plan states on page 53; "Bicycle and pedestrian facilities should be included where appropriate in all transportation improvement projects unless deemed infeasible due to steep terrain, prohibitive cost and/or insufficient need." The Bridges Project will have to show that one of these exceptions applies to their project, but they have not done so. The plan also states on page 56; "Plans and design phases for all bridge, overpass, and underpass construction, replacement, or improvement should provide for the safe accommodation of bicyclists and pedestrians." This statement is directly relevant to this Bridges Project and offers no exceptions.

B.1 B.3

The US DOT Policy states; "Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of the three conditions are met." (page 4) These exceptions are an absence of need, the cost would be more than 20% of the total project cost, and the fact that bicyclists and pedestrians are prohibited by law from the roadway. The first two exceptions cannot apply. If the third exception applies the policy continues; "In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor." (page 4) Therefore to use this exception, the project would have to do more than they have to-date to ensure adequate travel for bicyclists and pedestrians in the corridors where any new bridges are constructed. In light of their estimate that the addition of bicycle and pedestrian accommodation in the proposed bridges would cost only one to two percent of the total project cost, accommodating these modes of travel on any new bridges in this project is likely to be the only feasible alternative.

B.3

The FHWA Legislation Guide provides interpretation of statements in ISTEA and TEA-21 legislation. This Guide states (page 2):

"Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes. 'Due consideration' of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities."

There is no evidence that the Bridges Project has given due consideration to bicyclists and pedestrians. I offer my assistance in accumulating information on how other areas have dealt with bicyclists and pedestrians on interstate bridge projects. There are options that allow separate access and separated travel areas for the bicyclists and pedestrians from the motor vehicle traffic on the interstate. In fact, there is a consulting firm that I would recommend that has expertise in all areas of bicycle and pedestrian travel, including their accommodation on bridges. Mia Birk is a consultant at Alta Transportation Consulting, Inc. located at 144 NE 28th Avenue, Portland, OR 97232 (phone 503.230.9862) and has years of experience with these issues.

B.1

The Bridges Project must be required to give due consideration to the travel of bicyclists and pedestrians across the Ohio River in our region. Thank you for the

opportunity to comment on such an important issue to bicycle and pedestrian travel in our region.

Respectfully Submitted,

Sheila Andersen, Regional Bicycle and Pedestrian Coordinator Suite 803 502.574.5157 sandersen@co.jefferson.ky.us

Administrative Offices	Jefferson County Public Schools)
/anHoose Education Center ^O. Box 34020	RECEIVED Shaping the Futur	Æ
ousville, Kentucky 40232-4020 502) 485-3011	. FEB 2 5 2002	
February 21, 2002	TO HDA	
John Ballantyne	ADA	
Federal Highway Administration	HFA	
John C. Watts Federal Building 330 W. Broadway	HPD	
Frankfort, KY 40601-1922	cc: John Carr – KYTC Charles Raymer – CTS	

Dear Mr. Ballantyne:

I am writing to voice my strong support for the construction of two bridges—one downtown and one in the east—linking Louisville with Southern Indiana. Rather than reiterate the numerous arguments that have already been made for this vital project, I would like to enumerate three ways in which the lack of these bridges—and the resultant traffic congestion—is hampering the work of the Jefferson County Public Schools.

First, consider the fact that our school district is one of the largest employers in the metropolitan area, with more than 13,000 employees on our payroll. A sizeable number of these employees live in Indiana or must traverse Spaghetti Junction on a daily basis. In too many instances, these employees are unavoidably late to work because they were caught in traffic tie-ups in the downtown area. Keep in mind that every time a teacher is late, we are faced with 20 or 25 students who need on-the-spot supervision and who miss out on the instruction they were entitled to receive from that teacher. Every time a bus driver is detained in traffic, not only are children late to school, but many parents are late to work because they can't leave their children waiting at the bus stop unsupervised. So there is a ricochet effect throughout the work force. The awareness of these likely traffic problems also has a negative impact on our ability to recruit new employees from the affected areas.

D.87

Second, many of our teachers take—or would like to take—classes at Indiana University Southeast or at downtown colleges. The traffic congestion in Spaghetti Junction makes it very difficult for them to get from their teaching assignments throughout Jefferson County to late afternoon classes at the colleges. So some teachers just abandon the idea of taking classes that would improve their job skills, hoping that community leaders will eventually solve the transportation problems. Other teachers tackle the downtown "highway gauntlet," even though traffic congestion makes them late for class. If they then need to return to their school for an evening PTA meeting or science fair, they are forced to repeat the process in reverse. Understandably, such commuter hassles are not conducive to learning or to parent-teacher communication.

D.88

Finally, we have taken some initial steps with school districts in Southern Indiana with regard to opening some specialized classes to each other's students. For example, students from Clark County or Floyd County might attend aviation or ROTC classes at Shawnee High School Magnet Career Academy in Louisville. However, the time constraints of students' daily schedules and bus routes allow for little slippage; if students from Indiana were trapped in traffic in Spaghetti Junction, they would either miss their class or miss their bus, and neither option is acceptable. So the lack of adequate transportation facilities is limiting the educational alternatives of young people who constitute our future work force.

D.89

On behalf of our employees and students, I strongly support Two Bridges for One Community and the untangling of Spaghetti Junction. Don't keep another generation sitting in traffic as the rest of the world makes progress.

Sincerely

Stephen Daeschn Superintendent

Stophen Paculine,

SD:ib

www.jefferson.k12.ky.us

Eaue Opportunity/Affirmative Action Employer Offering Equal Educational Opportu



Testimony of Commissioner Darryl T. Owens (Draft) On The Ohio River Bridges Project Kentucky Convention Center February 7, 2002

I am Commissioner Darryl T. Owens, one of three members of the Jefferson

County Fiscal Court. My district covers West Louisville and much of Southwest

Jefferson County. District C is home to the great majority of African American families in the region.

I am not here tonight to express either support for or opposition to the proposed

Downtown and East End bridges. I am here to express my grave concern about the
potential impact of these proposals, particularly the East End Bridge, on my constituents.

D.8

D.26

D.26

Your own guidelines state that "projects may have social consequences to communities well beyond the immediate geographic area," that "secondary and cumulative impacts" need to be considered, and that the economic analysis should address such issues as what are the effects of such projects on changes in property values, changes in local government tax bases, and changes in business activity.

Does the Environmental Impact Statement address the impact of the bridges on the value of my constituents' homes in West Louisville and Southwest Jefferson County?

No! Not one word.

Does the Environmental Impact Statement address the impact of the bridges on the annual tax base of our local government that will serve West Louisville and Southwest Jefferson County? No!

Does the Environmental Impact Statement address the impact of the bridges on business activity in West Louisville and Southwest Jefferson County? Well, sort of. It says that spending \$1.5 billion of taxpayer money will leave the so-called "job deficit" in West Jefferson County unchanged and will make the "job deficit" in Southeast Jefferson County worse!

After spending three years and \$22 million of our tax dollars, your Environmental Impact Statement is a grossly inadequate response to the concerns of my constituents.

In simplest terms, my constituents live west and southwest. Most African

Americans that are moving out of the traditional black neighborhoods in West Louisville
are moving south and southwest. Yet these bridges, particularly the East End Bridge,
will move future job growth north and northeast. How can my constituents benefit from
a \$1.5 billion plan that moves jobs farther away from them?

You argue that it will be better for my constituents to have many future jobs located about 10 miles away (and across a river) in Clark County than supposedly 12-15 miles away (and down a highway) in Oldham County, with no bus service to either location.

I'll tell you what's better. Let's have most of that job growth occur in central, west, and southwest Jefferson County. Most of that job growth won't be big new factories and warehouses that do require a lot of land nowadays. Most new jobs will be office jobs where the core community can be competitive as a business location if our federal, state, and local governments stop promoting abandonment of the geographic core of our community and subsidizing suburban sprawl with tax breaks and new bridges.

E.8

E.2

E.1

The federal government should step back, analyze honestly and fully the impact of these proposals, and come forward with a plan that will truly help the residents of West Louisville and Southwest Jefferson County.

If that plan truly is to build these two bridges, particularly the East End Bridge, so be it. But you haven't begun to make a credible case or to involve my constituents in an open, informed, and honest dialogue about the impact, on them, of this proposal.



DARRYL T. OWENS OFFICE OF THE COUNTY COMMISSIONER, "C" DISTRICT

527 West Jefferson Street, Suite 202 • Louisville, Kentucky 40202-2817 • 502/574-6808 Southwest Office • 7219 Dixie Hwy. • Louisville, Kentucky 40258-3702 • 502/933-7380

February 25, 2002

Mr. John Ballantyne Federal Highway Administration John. C. Watts Federal Building 330 W. Broadway Frankfort, KY 40601-1922 FEB 2 5 2002

TO
HDA
ADA
HFA
HPD
cc: John Carr – KYTC
Charles Raymer – CTS

Dear Mr. Ballantyne:

As one of three members of the Jefferson County Fiscal Court, I want to express my grave concern about the gross inadequacies of the Draft Environmental Impact Statement (DEIS) for the Louisville Southern Indiana Ohio River Bridges Project.

My district covers West Louisville and much of South County. District C is home to many families of low and modest incomes and to the great majority of African American families in the region.

D.8

Your agency's guidelines state that "projects may have social consequences to communities well beyond the immediate geographic area," that "secondary and cumulative impacts" need to be considered, and that the economic analysis should address such issues as what are the effects of such projects on changes in property values, changes in local government tax bases, and changes in business activity.

The DEIS fails that test

D.26

- The DEIS does not address the impact of the bridges on the value of my constituents' homes in West Louisville and South County.
- The DEIS does not address the impact of the bridges on the annual tax base of the local government that will serve West Louisville and South County.

E.8

 The DEIS only partially addresses the impact of the bridges on business activity in West Louisville and South County. It estimates that spending \$1.5 billion of taxpayer money will leave the so-called "job deficit" in West Louisville unchanged and will make the "job deficit" in Southeast Jefferson County worse! My constituents live west and south. Most African Americans that are moving out of the traditional black neighborhoods in West Louisville are moving south and southwest. Yet these bridges, particularly the East End Bridge, will move future job growth north and northeast. How can my constituents benefit from a \$1.5 billion plan that moves jobs farther away from them?

E.2

The DEIS responds that it will be better for my constituents to have many future jobs located about 10 miles away (and across a river) in Clark County than supposedly 12-15 miles away (and down a highway) in Oldham County . . . with no bus service to either location.

E.1

If this issue were not so serious, I would say that that argument could not even pass the straight face test.

Over past decades, many federal, state, and local policies have systematically promoted disinvestment of the urban core and systematically subsidized suburban sprawl with tax breaks and new highways and bridges.

The Federal Highway Administration should reject the DEIS as gravely deficient and engage in a comprehensive, informed, and candid discussion of the impact of these proposals upon the residents of West Louisville and South County.

Sincerely,

Darryl T. Owens

Jefferson County Commissioner

DTO/dmr

E-mail: dowens@co.jefferson.ky.us

PUBLIC HEARING BRIDGES FEBRUARY 6, 2002

I welcome the opportunity to comment on this important project today.

B.46

As we move forward, we need to focus on options that will allow for the growth of our community. Everyone here should realize that the Draft Environmental Impact Statement confirms that constructing two new bridges and reconstructing Spaghetti Junction are necessary to meet this region's present and future transportation needs.

A.14

In fact, every scenario analyzed in this Report includes the reconstruction of Spaghetti Junction. As most of you know, the traffic problems and numerous safety issues associated with that tangle of interstates has plagued our city for decades.

As we set about the task of fixing our transportation problems, we need to find a solution that corrects the problems we have today as well as those that we anticipate in the future.

B.44

Focusing on the downtown bridge, the best option is the upstream bridge parallel to the Kennedy (or C-1) option. It will have less impact on residential and commercial properties and will not negatively impact Waterfront Park or Slugger Field.

The other two downtown bridge options would have a greater negative impact on the community and would not effectively address traffic congestion.

However, when you focus on what is best for all of Greater Louisville, there are three (3) core facets that must be part of our plan.

- · We must commit to building a Downtown bridge.
- · We must commit to building an East End bridge.
- And we <u>must</u> commit to the reconstruction of Spaghetti Junction.

That threefold plan is crucial to correcting the traffic congestion that threatens to stymie our community's growth.

Thank you.



City of Louisville

DAVID L. ARMSTRONG

601 W. Jefferson Street - Louisville, KY 40202-2728 (502) 574-3061 - Fax (502) 574-4201 TDD (502) 574-4091 www. louky.org



February 25, 2002

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 West Broadway Frankfort, KY 40601-1922

Dear Mr. Ballantyne:

RECEIVED
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TO
HDA
ADA
HFA
HPD
H
cc: John Carr – KYTC
Charles Raymer – CTS

7

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Ohio River Bridges Project. Our three main comments document are:

B.26

1) The City of Louisville supports a two-bridge alternative with reconstruction of the Kennedy Interchange (Spaghetti Junction);

The analysis developed in the Draft Environmental Impact Statement (DEIS) confirms the recommendations of the ORMIS committee- that the construction of two new bridges and reconstruction of the Kennedy Interchange are needed to provide for this community's transportation needs in the future.

 The Kennedy Interchange reconstruction has significant implications for the economic vitality of Downtown Louisville and should be completed as soon as nossible:

It is also clear that no new bridge, by itself, can alleviate the existing and future problems that exist or will exist within the Kennedy Interchange (Spaghetti Junction). Only a full reconstruction of the Interchange, with a new bridge parallel to the Kennedy will resolve the congestion, safety and operational problems that plague the thousands of motorists who use this area daily. This includes motorists from Indiana and all points of Jefferson County, who commute to downtown Louisville, the hub of employment in the region. All land use plans, socioeconomic forecasts and other data support the fact that downtown Louisville will continue to attract the highest number of new jobs, thereby increasing the trips into downtown. Improving access to those jobs by resolving congestion at Spaghetti Junction is critical to the economic vitality of this region.

Louisville: the place to live, work and play.

Mr. John Ballantyne February 25, 2002 Page 2

> The DEIS should include an analysis of the traffic and congestion impacts at the Kennedy Interchange during the interim years while the full bridges project is being completed.

C.10

The City of Louisville requests that the FEIS include a traffic data analysis for one or more interim years before the project is fully built. We are concerned about the potential impact on the economic vitality of Downtown Louisville if traffic congestion is not resolved as soon as possible at the Kennedy Interchange.

CONCERNS AND REQUEST FOR ADDITIONAL INFORMATION

Given the enormous time and effort that has been put forth to date, the following concerns and requests for additional information are offered as a means to strengthen the Final Environmental Impact Statement. While additional information is requested, please note that we believe such information can be added with minimal effort and resources. Minor gaps exist and need to be addressed to insure that the document is both sufficient and provides decision makers with adequate tools to move the project forward as a whole.

Kennedy Interchange Reconstruction

The FEIS should document the impacts of the reconstruction of the Kennedy Interchange separately from other Alternatives. It currently includes the Kennedy Interchange as an element in all alternatives prior to their evaluation (with the exception of Environmental Impacts and Cost Estimates). While we agree that the reconstruction of the Interchange is critical and is the only option that will resolve the geometric problems there, we feel that the impact of this reconstruction to traffic operations should be analyzed and reported separately from all bridge options. First, this will allow the public to better understand how each Alternative impacts the transportation network. Secondly, this information will be useful when considering future construction phasing options.

B.31

B.30

The DEIS reports two options for the Kennedy Interchange reconstruction (south rebuild and in-place rebuild), but there are really 6 options. These are the south and in-place option for C-1, C-2 or any Eastern Bridge, and C-3. Based on conversations with Community Transportation Solutions staff, there are some distinct differences between these options. This includes differences between the South and In-place Rebuild, as well as the South Rebuild for each bridge Alternate. While the preliminary engineering may not be complete at this stage, there is sufficient data to allow an outline of these differences to be added to the Final Environmental Impact Statement. In addition, there should be a discussion of the different design criteria used in the analysis. These design differences can play a major role in the final decision-making process.

Interim Year Traffic Data

Traffic data should be provided for an interim year or years (e.g., 2010 and/or 2015), showing the effects of having various Alternatives in place. This data is needed to better inform the community about what will happen to the transportation network prior to any full build out in 2025, when all selected elements are in place. Should the Two Bridge/Kennedy Interchange

C.10

Alternate be chosen, it is important to understand how traffic will be affected by different construction phasing options.

0.14

Summary Reports

The Summary Reports on Pages S-9, S-10 and S-11 are important tools for the general public to quickly compare each Alternative's impacts. In fact, these charts might well be the only portion of the DEIS that many people review. However, as written, they often do not include critical information and sometimes do not accurately reflect the base data. In order to make clear how each Alternative impacts traffic operations, construction costs, and environmental issues, the City believes these Tables should be revised or expanded as follows.

Table S.2-1: Measures of Effectiveness Summary. The Kennedy Interchange Alternative should be separated from each One Bridge option to make clear how the individual alternatives impact various traffic measures. As currently written, this Table does not mention that the Kennedy Interchange reconstruction is included in all Alternatives. This Table should include measurements of how each Alternative impacts the Kennedy Interchange operation. Congestion within the Interchange is a critical element of the Purpose and Need section, and the effects to Level of Service or average speeds should be shown on this summary Table. All information within this Table should be developed for some interim year or years showing impact for each Alternative. This will provide information on what will happen under various construction phasing scenarios.

Table S.2-2: Capital Cost Estimates of Bridge/Highway Alternatives. This Table should separate the bridge costs for Alternates C-1, C-2, and C-3 as is done with all other options. The column headings under Kentucky Costs should be broken down as "Bridge" and "Kennedy Interchange". We also question the major difference in costs between the In-Place and South Reconstruction of the Kennedy Interchange. It is not clear why the South Reconstruction Alternative is so much more expensive than the In-place option for both construction and engineering. Has the cost for Maintenance of Traffic been included in both of these estimates? The South Rebuild cost issue is also addressed under the Butchertown section of our comments.

D.33

Table S.3-1: Environmental Impacts. This Table shows the total number of residential displacements for the C-1 Alternative to be 115. We question the accuracy of this number, and request that it be reviewed. Under discussion of the C-3 Alternative, it clearly states that its 160 residential displacements all come from a multi-family residential complex (The Harbors Condominiums). A review of the C-1 and C-3 alignments show that the right of way and disturb limits are similar to the north of 6th Street. Therefore, all 115 residential displacements must come between the River and 6th Street. Given that much of this area is commercial in nature, 115 residential displacements in this area are unlikely.

D.4

Socio-Economic Data

Another concern is how the socioeconomic data was developed for use in the Travel Demand

model. While it is clear that the "No Action" travel demand baseline was modeled assuming no new bridges or Kennedy Interchange; it appears that the updated 2025 socioeconomic forecasts

Mr. John Ballantyne February 25, 2002 Page 4

used in the Travel model were generated assuming that two new bridges and a reconstructed Kennedy Interchange were in place. The al Chalabi Group's "The Socio-Economic, Development and Accessibility Impacts of No-Build and Bridge Build Alternatives for the Ohio River Bridges Project" assumed the region's growth would be accommodated by this new construction and therefore included them when determining their socioeconomic forecasts. Doesn't this assumption encourage a redistribution of households and jobs to more outlying zones in the network, and provide a given that the two bridge solution will show greater benefits to this outlying development?

Purpose and Need

The Purpose and Need section raises a number of concerns relative to what appear to be editorial comments and speculation not based on facts or supported by data within the report. For example, there are a number of instances where phrases such as "particularly in the eastern portion of Jefferson County" or "many travelers incur additional travel time" are used. This Purpose and Need Statement should strive to remain factual so that the Alternatives within the DEIS and their effectiveness can relate back to the Purpose and Need in a meaningful way.

A.12

2.2.2: Population and Employment Growth and Land Use Plans. This section makes a statement, relevant to both sides of the River, that the DEIS does not address in its analysis. The section states that land use plans in both Jefferson and Clark Counties have indicated a desire to slow or reverse the rate of population decline in the downtown areas. The City of Louisville and other cities have made a concerted effort in recent years to reverse this trend and numerous successful redevelopment projects have shown the demand for downtown residential living to be strong. In fact, a number of new projects are now underway that will substantially increase the number of residential units. This land use issue is critical to the health and vitality of the region and appears to be ignored in the balance of the DEIS. The effects of all Alternatives on downtown revitalization efforts should be evaluated.

2.2.3: Traffic Capacity and Congestion, focuses much of its attention on the lack of additional river crossings as the cause of congestion on the Kennedy Bridge and in the Interchange. It is clear from the data that while additional bridges will allow the diversion of some percentage of traffic from the Interchange area, it does not begin to resolve the capacity problems there. In fact, without reconstruction of the Kennedy Interchange to correct the poor geometrics, no bridge by itself begins to respond to the complex problems within the Interchange. The discussion on this important issue should begin with a focus on the Interchange and how poor geometric and high traffic volumes will require reconstruction regardless of what other construction is considered. The Interchange Weekday Operations data in Table 2.2-3 is critical information that should be expanded to show what happens in the Interchange in interim years if reconstruction is not addressed quickly.

A.14

In the Conclusion section, it correctly states that improvements to the transportation system in the downtown area may affect the need for, and performance of, any highway improvements in the eastern part of the metropolitan area, and vice versa. This reinforces the

need to show each Alternative and its impacts individually, including the Kennedy Interchange reconstruction, so that it is clear how each Alternative impacts traffic operations.

B.16

Section 3.3 discusses Step 1 Screening for various options, including TSM Alternatives. In the discussion of Reversible Lanes on bridges, it is stated that they have a fatal flaw because of narrow lane widths and operational constraints on the bridges. However, when evaluating the C-2 Alternative under Step 2 Screening, it includes a reversible lane on the Kennedy Bridge. We agree that trying to provide a reversible lane on an Interstate Bridge is not feasible. It is inconsistent that the report identifies reversible lanes as a fatal flaw and then includes them as an integral part of another Alternative. Since this is not an option, the C-2 Alternative should be analyzed without this element and its results reported accurately.

B.32

In the Step 1 Screening for the Kennedy Interchange, it describes how it only partially addresses purpose and need, and as such is not a "Stand Alone" project. However, when evaluating the Bridge Alternatives, even though they only partially address purpose and need, it does not mention that they also are not "Stand Alone" projects. This is due to the fact that the DEIS is no longer screening individual Alternatives, but including the Kennedy Interchange reconstruction with each Bridge Alternative. The fact that no bridge can "Stand Alone" and adequately respond to the issues raised in the Purpose and Need section, needs to be clearly reported. This region must understand that building any single bridge and then waiting to assess its effects before we decide on additional construction is not a viable option. Furthermore, while the addition of the Kennedy Interchange reconstruction to all Bridge Alternatives attests to the fact that it is the only element that responds to a major elements of the Purpose and Need, it does not provide an accurate review of the individual Bridge's impact to the Purpose and Need. We feel it is imperative that the Kennedy Interchange reconstruction and each Bridge Alternative and its impacts be reported separately in the Measures of Effectiveness.

B.33

The remaining Step 1 analysis of the Bridge/Highway Alternatives continues to differ from the analysis done for the Kennedy and should be changed so that the analysis of each Alternative is consistent. The analysis of the Alternatives against the four factors is less objective and more general in nature. In addition, the Alternatives aren't evaluated individually, they are all written up in the same narrative, and the discussion often simply compares how their impact relates to each other. For example, it states that the Kennedy Interchange impact to Population and Employment is "not substantial". However, when describing the impacts from the Bridge Alternatives, it simply states that the East Bridges and Downtown Bridge would be "more effective" than an Oldham County or West End Bridge. More specific descriptions on how each relates to the Purpose and Need factors should be included.

B.34

One of the factors that continues to be reported in a very one-sided manner in this document is the Consistency with Local Transportation Plans. It states very strongly that only the East or Near East bridges would complete the circumferential highway system. This is often followed (at times in parentheses), as an afterthought and hardly worthy of mention, that only the downtown bridge meets the element that calls for a new bridge in that location.

Mr. John Ballantyne February 25, 2002 Page 6

Table 3.3-1, Results of Step 1 Screening shows results that are not substantiated. This includes the measures identified for the Far East, Near East, Downtown and Kennedy Interchange Alternatives for Population and Employment, Traffic Congestion, and Traffic Safety. The downtown Bridge and Kennedy Interchange receive only Medium marks for population, employment and traffic congestion measures. This isn't substantiated, and it could be argued that the Downtown and Kennedy Interchange Alternatives should receive the higher measures for both. Additionally the Kennedy Interchange and Kennedy Bridge Alternatives receive only Medium marks for their ability to respond to Traffic Safety. Since the Traffic Safety issue deals directly with these two facility's geometric problems, it would seem reasonable that they would be rated High in this category. This Table's measures do not appear to reflect the situation.

B.35

In the Step 2 Screening write up on the Downtown Corridor, there is mention of concern about whether the C-1 Alternative impacts the Clark Memorial Hospital. It appears from the graphics that all Downtown Alternates, including C-2, have similar alignments and vicinity impacts near the Hospital. Are there any impacts other than what would be realized by the current 1-65 project there? This concern needs to be clearly answered.

B.36

Tables 3.6-1 through 3.6-3: Kennedy Interchange Density Maps. The utility of these maps are very poor. The line weights are too light to provide any meaningful review of the data. The maps should be redrawn to better show the impacts.

B.37

Table 3.6-4: Kennedy Interchange Area Weekday Operations. This Table contains very important data, yet is inaccurately portrayed in the write-up. The data clearly shows the vast superiority of a Downtown Bridge parallel to the Kennedy (C-1/C-3) in providing good average speeds in both the AM and PM peak hours as well as throughput. However, in the write-up below this Table, it states only that "...average speeds exceed 45 mph for most of the alternatives." In fact, the East End Bridges and the 9th Street Bridge have AM peak average speeds of 33 and 31 mph respectively. This is 30% and 34% less than the C-1/C-3 AM average speeds. This section should be rewritten to accurately reflect that the Downtown C-1/C-3 Alternative provides the best impacts of the various Alternates.

B.38

The information in 3.6.4, Consistency with Local Transportation Plans, includes discussion on the total trip demand between East Clark County and East Jefferson/Oldham County. It is unclear what value this data has relative to this Transportation Plan measure. In addition, the use of total numbers here, suggests a major change in traffic patterns that simply isn't accurate. While the total numbers between 1990 and 2025, both with and without a new bridge may seem large, when viewed as a percentage of the total cross river trips they actually represent very minor increases. In 1990, these East to East trips constituted 12% of the total cross-river trips (20,400 of 166,400). In 2025 without any new construction, this percentage is 13% (45,600 of 342,000). In 2025 with a new Far East Bridge, this percentage rises to 15.8% (57,600 of 363,200). Since there doesn't appear to be any clear reason to include this data, it should be removed from the report. It would be just as valid to include data on cross-river traffi having a North and South orientation and look at those total numbers. This would show even

larger increases of traffic based on total numbers making the improvements to the downtown facilities more important.

CITY OF LOUISVILLE COMMENTS ON ALTERNATIVES

KENNEDY INTERCHANGE RECONSTRUCTION

B.40

As discussed previously, the different design criteria used for the South Reconstruction of the Kennedy Interchange gives it a number of advantages over the In-place Alternative. While this DEIS doesn't discuss these design considerations, the differences between the Alternatives should be noted. The South Reconstruction can be designed using a higher design speed that would allow greater improvement to the geometric deficiencies within the Interchange than the In-place option. Such a design would also respond to the need to provide a safer roadway. The South Reconstruction provides for the elimination of all left hand entry and exit ramps where the In-place Alternative does not. Another important advantage is the ability to access I-65 from the 2nd Street ramp off River Road. The South Reconstruction provides this link where the In-place does not.

Other benefits the South Reconstruction Alternative has over the In-place is the elimination of the abandoned tank farm and junkyards; the opportunity to redevelop approximately 20 acres of property that will be vacated by the old Interchange; improved linkages between Butchertown and the Riverfront; and a greater ability to maintain traffic during construction.

B 41

The only major concern with the South Reconstruction is the potential impact on the Butchertown neighborhood. However, I am convinced that with their input and involvement, this new Interchange can work to enhance the area. Design of the new Interchange, and how it can work for the neighborhood in terms of providing new, and attractive links for all modes of transportation with the waterfront, may provide opportunities that will not otherwise exist. We must also be careful to create a structure that maintains or provides new and attractive views from the neighborhood.

B.42 P.10

Specifically, the City supports the Frankfort Avenue/Ohio Street Interchange, extending Witherspoon to Frankfort Avenue. The City will work with neighborhood groups to determine design standards for the new section of Witherspoon. Clay Street and Adams Street should be connected to the new Witherspoon and extended to River Road. In addition, staging of construction and the potential negative impacts, should be recognized and proactive addressed. Partial takings should be avoided. Where appropriate, property remnants should be used for a staging area.

H.16

Regarding the noise analysis for the Downtown Bridge and Kennedy Interchange Alternatives, it should be noted that the data presented do not indicate the number of receptor locations that would meet the criteria for impact thresholds today. For example, the C-1 In-Place Mr. John Ballantyne February 25, 2002 Page 8

Alignment has 5 of the 14 impacted receptor locations currently meeting this criteria. The number for the C-1 South Alignment is 5 of its 14 impacted receptors; the C-2 Alignment has 3 of its 17 impacted receptors; and the C-3 has 3 of its 12 impacted receptors, already meeting criteria. It is unknown how many properties these locations represent. It is also pertinent to note the differences in noise levels between today and the 2025 No Build scenario. Without any new construction the C-1 In-Place Alternative's receptor measurements do not exceed 3 dBA at any location. The 3 dBA measure is the number used as "appreciably altering noise levels." The C-1 South Alternative's recentor measurements do not exceed 3 dBA at any location. The C-2 Alternate's receptor measurements exceed this 3 dBA level at 3 receptor locations, all in Indiana. The C-3 Alternative's receptor measurements do not exceed 3 dBA at any location. Therefore, it appears that while noise is an issue for concern and future design consideration, it does not appear to be a significant factor in for the Downtown Alternatives.

H.16

ONE BRIDGE/HIGHWAY: DOWNTOWN ALIGNMENTS

Should there be a one-bridge alternative, the C-1 alignment is clearly the best option in conjunction with a reconstruction of the Kennedy Interchange. The following points summarize the basis for this statement.

B.44

- Provides the largest reduction in VMT, VHT, and VHD;
- Provides sufficient capacity for all River crossings:
- Provides the greatest improvement in level of service on Kennedy bridge;
- Provides the greatest improvement to traffic safety:
- Lowest cost:
- · Fewer noise impacts than C-2 and the only Alternative that does not exceed criteria for noise abatement;
- Provides improved geometrics for Kennedy Bridge/Interchange;
- Impacts fewer 4(f) properties than C-2:
- Impacts fewer historic districts and historic sites than C-2;
- · Impacts fewer commercial properties than C-2 or C-3; and
- Impacts fewer residential properties than C-3.

Regarding the residential displacements with this Alternative, if the number stated in this DEIS is accurate, the final right of way lines and disturb limits should be reviewed carefully and revised to reduce this number.

D.34

In summary, the C-1 Alternative provides the greatest transportation benefits, with the least environmental impact.

B.43

While the C-3 Alternative, or downstream parallel bridge to the Kennedy, offers many of the same traffic benefits as the upstream option, it has much more severe impacts on residential and commercial properties in Indiana, and recreational facilities in Kentucky than the C-1 option

B.45

The DEIS makes clear the fact that the C-2 Alternative (9th Street Bridge) does not address the Purpose and Need and should be eliminated from any further consideration.

The foremost problem with the C-2 Alternative is the addition of a reversible lane on the Kennedy Bridge in order to respond to the traffic problems on the bridge and Interchange. Even with the "lane- power" addition during peak hours, the C-2 Alternative would not operate as favorably as either C-1 or C-3. As mentioned earlier in this response, because of narrow lane widths, safety issues, and operational issues, this reversible lane concept has a fatal flaw and is not a viable concept.

Additional problems with Alternate C-2 include:

- Doesn't resolve capacity problems on Kennedy Bridge;
- · Has poorest performance in improving congestion on existing Bridges;
- · Does not resolve safety problems on the Kennedy Bridge or Interchange;
- The grades required to make the Alternative fit appear to be substandard;
- The flyover ramps will create visual problems;
- Increases existing traffic problems on 9th Street during peak hours; Creates significant community impacts on neighborhoods along 9th.
- Creates changes in access and community cohesion;
- · Has significant environmental justice concerns;
- Impacts the most park land;
- · Impacts the highest number of historic districts and sites; and
- Has the highest number of noise impacts.

In summary, the only Alternative that addresses the current problems in the Kennedy Interchange and on the Kennedy Bridge is the C-1 and C-3 options. Of these two options, C-1 has fewer impacts on residential, commercial and recreations properties on both sides of the river and is the preferred Alternative.

TWO BRIDGES/HIGHWAY ALTERNATIVES

B.46

The Two Bridge/Highway Alternative with reconstruction of the Kennedy Interchange is needed to accommodate future traffic conditions in this region. The reasons are as follows:

- · Provides a potential diversion route for movements across the River;
- Provides the most additional capacity to meet cross-river demands;
- Provides the greatest reduction in VMT, VHT, and VHD;
- · Provides the best level of service for each bridge; and
- Provides the best traffic operations within the Kennedy Interchange.

B.47

The decision on a preferred alignment for the Eastern bridge is best left to those entities who are most impacted by that decision. However, it is important to state that it appears that a C-1,

Mr. John Ballantyne February 25, 2002 Page 10

Kennedy Interchange reconstruction and Far East Alignment would provide the greatest transportation network benefits, while impacting far fewer residents. Every Far East Alignment impacts fewer than 50 residences, while the Near East impacts over 250.

TRANSPORTATION MANAGEMENT ALTERNATIVES

B.48

It is important for this DEIS to better identify the Transportation Demand Management, Transportation Systems Management, and Mass Transit alternatives that are a part of the Alternatives analyzed. The addition of non-motorized facility enhancements (bicycle lanes and pedestrian walkways), employer-based trip reduction programs, expanded ITS, incident management programs, and enhanced bus services are all important elements that will play a role in the future of transportation in this region. The City of Louisville supports continuation and expansion of these TM Alternatives.

SUMMARY

The Draft Environmental Impact Statement continues to support the conclusions and recommendations of previous transportation studies performed for the region. While I am requesting that additional data be developed and included in the DEIS, I do not expect this to add any substantial time to the completion of the Final Environmental Impact Statement. This community has waited long enough for a confirmation of the ORMIS study recommendations that were unanimously endorsed by all elected officials who represent the areas impacted most by this project. It is now time to complete the preliminary studies, to proceed with the engineering work necessary to detail final alignments, and to develop the financing plans to see this project built as quickly as possible. As I have indicated at a number of points in these comments, this region cannot wait to start construction to resolve the existing traffic problems that exist on the Kennedy Bridge and Interchange. It is also critical to put into place those new transportation linkages to tie this region together into a strong regional economy.

Sincerely,

David L. Armstrong

Mayor

CITY OF CORTHFIELD

B.88

B.122

6401 Lime Ridge Court Jefferson County, Kentucky 40222 An Incorporated Fifth Class City

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HTS	Cc: Jo	hn Carr - KYTO

February 20, 2002

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 W. Broadway Frankfort, KY 40601-1922

Dear Mr. Ballantyne:

On behalf of the residents of the City of Northfield and members of the Northfield City Council, I would like to register our opposition to Plan B1 of the Ohio River Bridges Project.

We understand that this plan would possibly uproot several homes in Northfield and certainly have a negative impact on the historic areas of Glenview and Indian Hills.

We also are aware of the hazardous conditions which now exist at the intersection of I-264 and I-71 and can only imagine what additional traffic in that area would do.

We appreciate your consideration in this matter.

Sincerely yours,

Jack Kaiser Mayor

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Office of the County Judge/Executive Jefferson County, Kentucky

County Judge/Executive

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Courthouse - 527 West Jelipson Street - Louisville, Meneucky 40202 - 602) 574-6161
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City of Prospect

9200 U.S. Highway 42 · Post Office Box 1 · Prospect, KY 40059 (502) 228-1121 · Fax (502) 228-9542

Lawrence C. "Lonnie" Falk

City Council David Krost Nan Milliman Alan Simon Harold J. Smith Sandy Tucci Lee Zimmerman

City Administrator City Clerk Ann R. Simms

Chief of Police Marvin A. Wilson Deputy City Clerk Cathy Parrott

City Secretary Anne Brunner

Pirector of Maintenance Cundiff

City Attorney Grover C. Potts, Jr. 589-5235

November 20, 2001

Mr. John Ballantyne Federal Highway Administration 330 W. Broad Street Frankfort, KY 40601

Dear John:

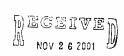
Attached you will find the City of Prospect's official response and comments to the Draft Environmental Impact Statement on the Louisville-Southern Indiana Ohio River Bridges Project.

We thank you for the opportunity to make these comments. Should there be any questions concerning them, please do not hesitate to contact me or members of my staff. The members of the Prospect City Council join with me in making these comments.

Sincerely,

Lawrence C. Falk

cc: Council Members Hon. James Codell, KYTC Jose Sepulveda, FHWA John Clements, CTS







City of Prospect

Comments and Recommendations

To

Draft Environmental Impact Statement Ohio River Bridges Project

Lawrence C. "Lonnie" Falk, Mayor

David Krost, Councilman Nan Milliman, Councilwoman Alan Simon, Councilman

Harold J. Smith, Councilman Sandy Tucci, Councilwoman Lee Zimmerman, Councilman

Submitted November 20, 2001

PURPOSE AND NEED

The City of Prospect disagrees with the basic conclusion of the Draft Environmental Impact Statement that there is any demonstrated need for a bridge in the far eastern end of Jefferson County, Kentucky. C.8 Indeed, we believe the opposite is true and is easily demonstrated by the statistics of the Study. It is clear from Table 3.6-2, Daily Ohio River Vehicle Crossings and Demand/Capacity Ratios that the smallest number of river crossings which a new bridge outside of the downtown area would bring is for the

to 74 percent capacity ratios).

bridge is built in the Far East and 81,000 crossings and a 75 percent capacity ratio were a single bridge to be constructed in the Near East area. In a two-bridge scenario the Far East option would bring 68,200 to 71,000 crossings (with 63 to 66 percent capacity ratios) while the Near East options would have greater use, 76,900-80,300 crossings (and 71

Far East End alignments. The Study projects, 72,100 river crossings and a 67 percent capacity ratio if only one

If projected statistics can prove anything, these prove that the closer to downtown a second bridge is. the more it will be used. By the same token, the further a second bridge is located from downtown, the less that bridge will help ease congestion and traffic delays on the existing bridges.

Although anecdotal, representatives of the City have, since the beginning of the ORMIS study, continually asked the question: "If you drive from Louisville to Chicago, do you go through or around Indianapolis?" The overwhelming majority of those who have responded to this question acknowledge they drive through the city. The reason? "It takes too long to go around."

It is important to remember these projections are for the year 2025 and can be greatly affected by a great number of factors including the national economy, global warming and economic development opportunities in the Louisville-Southern Indiana area. This last is an important point; while many see the bridge project - particularly the East End bridge - as an aid to economic development the reverse could be true.

One example of this is shown in Table 5.1-2, Differences in Jobs and Households Five-County Area beyond 10 Miles of Downtown Louisville, in which the al Chalabi Group, under contract with CTS, projects a loss of 10,356 jobs if two bridges are built, compared to the No Action alternative. Of further significance. however, is the impact a Far Eastern bridge would have in the creation of urban sprawl. The DEIS acknowledges this where it voices concern that "...some vacant land outside of the area already rezoned or designated for development may also experience pressure for development . . . on either a Near East or Far East align-

Indeed, the DEIS acknowledges growth would "direct growth along the approach corridors to the new bridge(s)." in other words, it would increase urban sprawl.

Of greater concern is the conclusion: "(a) bridge in the Far East or Near East corridor would have no effect on the central core area of Louisville, Bullitt County, Clark County and the western section of Jefferson County." The Eastern bridge alternatives, therefore, would do nothing to rehabilitate the important core of Louisville's and Jeffersonville's downtown, which both suffer, as do many central core areas nationally, from out-moving businesses and homes

While "regional cooperation" is a key to these projects, it should also be noted the DEIS projects a gain of 1,636 jobs in Floyd County, Indiana, but at what cost? The cost is a loss of 1,584 jobs in northeastern Jefferson County, Kentucky. We do not believe the purpose of the construction of any bridge should be simply the relocation of jobs from one state to another.

The City believes any East End alignment would, in sum, be more deleterious than beneficial. Additionally, the further the corridor from the central core of the urban area, the lesser the need. Are we to seriously consider construction of a bridge which will result in a net loss of jobs for the region? Are we to seriously consider spending millions of dollars to build a bridge which will contribute to urban sprawl? Are we to seriously contemplate a crossing of the Ohio River which will carry a minimal number of persons from Ken tucky to Indiana (or vice versa)?

We urge a serious and detailed reading of the findings of the DEIS by the states and the Federal Highway Administration. We believe such reading will show there is (1) no reasonable or realistic justification for a Far East bridge and (2) only slightly more justification for a Near East bridge.

At the same time, we believe the DEIS shows beyond doubt the only way to avoid severe future traffic problems with the present Ohio River crossings is to build a new bridge in the Central corridor and to completely reconstruct the Kennedy interchange in the same area. While we have primarily compared the effects of East End alignments with the No Build solution, we conclude that alternative is not viable. A Central corridor bridge and rebuild of the Kennedy interchange are, in the City's view, imperative to the future growth and

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development of the Kentucky-Indiana area.

PROPOSED ALIGNMENTS

B.89

The City's discussion of proposed alignments as presented in the DEIS follows the legal principal of arguendo, "for the sake of argument." While, as stated above, we believe most strongly there is neither purpose nor need for an East End bridge, and even less for one in the Far East corridor, it would be an abdication of the City's responsibilities to ignore the presence of such proposals in the DEIS. The following discussion. therefore, is made arguendo.

Based on the projected usage of all the proposed East End routes, the City favors construction of a bridge in the Near East corridor. Such a bridge will (1) be used more by persons within the Kentucky-Indiana area as well as for through-traffic; (2) will better support revitalization of the downtown areas of Louisville and Jeffersonville; (3) will still provide adequate access to the Clark Maritime Center, a cause célèbre in Indiana: and (4) will better support the existing transportation system in both states.

We believe we must address the "not in my backyard" issue here. Obviously, the Near East corridor is the furthest from the City's "backyard." However, our support for these alignments is for the reasons stated above. While it would be easy for the casual reader to dismiss this position as purely selfish, the truth is it is made for the reasons stated above: The City simply believes this is the best corridor to serve the myriad needs a second new Ohio River bridge must address.

Alignment A-2

H 12

Discussion

This alignment essentially cuts Prospect in half, which, we understand, is to be avoided under Federal guidelines. We oppose it most strenuously. It would put a bridge in the air running between The Landings and Fox Harbor, at about the level of the top of Fox Harbor Hill. Sound from the bridge would not only affect Fox Harbor, The Landings and Bridgepointe, but Hunting Creek, as sound travels quite well down Harrods Creek, which this alignment would cross in a residential setting.

H.12 H.15

There is no way to soundproof a bridge which is "in the air." The bridge structure itself could be constructed with materials which would lessen only - but not eliminate - the noise of tires on the surface, but, we are told by engineers for CTS, that is the extent of it. Sound walls cannot be placed on a bridge. Neither is there any construction which can prevent light pollution. Air pollution is a given.

Q.8

Route A-2 also isolates the subdivisions of Fox Harbor, Hunting Creek, the Estates of Hunting Creek, The Meadows, Innisbrook and Sutherland from emergency services. Should there be an accident or hazardous waste spill on the bridge, those subdivisions would be on the "other side" from the Harrods Creek Fire Department and any other emergency services coming "from Louisville," with the exception of River Road and its one-lane bridge. How would a person suffering from a heart attack get to any Louisville area hospital if an accident on the bridge blocked access to U.S. 42 and River Road was crammed with rush hour traffic? Only by helicopter.

B.90

Additionally, although we understand the Section 106 process is still in progress, there is a farmhouse directly in the path of this alignment which has been built around the settler's original log cabin. While not an "official" historic site, the family which has lived there for generations has routinely welcomed neighborhood children and adults into their home for the past two decades and greatly increased their awareness of history.

There are simply no mitigation factors which the City can propose for this alignment. Alignment A-2 presents so many problems and is so objectionable to the City and its residents by its sheer location that we are unable to determine any modifications which would make it acceptable.

Alignment A-16

H.12 H.15

M.5

B.92

This alignment brings many of the same problems of noise, air and light pollution as does A-2. It, also is totally in the air (bringing the same problems as A-2), running between The Landings and Bridgepointe. again, at about the height of Fox Harbor Hill. Since it crosses Harrods Creek three times, the attendant noise pollution traveling down the Creek to Hunting Creek would be extreme and, we believe, the environmental damage to the Creek would be the greatest of all the alignments. Since The Landings is located, essentially, in a bowl, noise and light would have what could only be considered a "straight shot" from the bridge to Fox Harbor as well; air pollution would naturally "sink" into the area. We strongly oppose this route as well.

Long-term damage to the Creek would be considerable. Additionally, the route would make the Ken-Carla subdivision (although not in Prospect, per se) basically uninhabitable. The same would probably be true of the Woodlands condominium community, the Harrods Landing condominium development and the Harbor (also not in the City), all of which would have a "front row seat" to bridge traffic 24 hours a day.

All the basic objections to A-2 apply equally to A-16 with the exception that it would not isolate the majority of the City from the Harrods Creek Fire Station. It could, however, still cause severe problems with emergency services from the rest of Jefferson County (EMS, County Police, et cetera).

The only thing which prevents A-16 from being the most objectionable route is the existence of A-2 and the City opposes it as strongly.

H 12 M_{5}

Mitigation Factors

Since the route runs close to an undeveloped hillside leading up to the Bridgepointe subdivision from The Landings subdivision, moving the route towards Bridgepointe and placing it underground would solve some of the noise, light and air pollution problems. Even with this solution, the bridge would still be "in the air" before being buried in the hillside and as it crosses U.S. Highway 42.

If the route is not buried as suggested above, it may be possible to place sound walls on the uphill side of the route, affording some mitigation of light and noise pollution for residents in Bridgepointe. Such a solution would not be available in the bowl area on the other side.

Alignment A-9

B.79

Discussion

Alignment A-9 swings toward Louisville from the present Gene Snyder Freeway. It, too, is an in the air route. Of all the eastern routes, it is the only one which proposes an elevated bridge the City could support.

Of all the routes, A-9 is the most harmonious with the existing topography. It also has the best geometrics and would probably be the easiest to actually construct. While an "air" route in its entirety, the population density of the areas it would impact are considerably lower than with A-2 or A-16. Part of this is due, however. to potential impact with historic properties.

F 31

One of the more divisive debates which has occurred among residents in the Far Eastern corridor has centered around the role of historic properties. The City's position, we believe, is shared by the vast majority of its "official" residents as well as a huge number of persons who live in the area, but not within its legal borders. That position is that while we have always been extremely concerned about our environment, we believe living human beings should receive priority. To rule out a bridge route because it crosses land on which an "historic property" is located and choose, instead, one which will cause many families to live with unending noise, light and air pollution makes no sense to us.

It is the City's understanding that (1) Federal definition, any structure which is 50 years old can be considered "historic" but that (2) Federal law, while granting certain protections, does not place any restrictions on what the owner of an historic property can subsequently do with that property. (We believe some states have such restrictions, but Kentucky does not.) Indeed, someone who owned 100 historic acres might be able to divert the bridge route elsewhere and then, the next day, sell his property to a developer.

Debate on this issue as also centered on the true historic worth of many of these properties. As has been pointed out. George Rogers Clark never lived here, Dan'l Boone didn't kill any "bars" nearby. Given these considerations, the City firmly urges the states and the FHWA to place the needs of living people ahead of properties of marginal historic value.

The City is also concerned because the alignment A-9 is the only Far East alignment which does not cross U.S. 42 within the physical boundaries of the City. While we support some limited access to and from U.S. 42 to the Gene Snyder Freeway (and the bridge), we are concerned as to the nature of future commercial development in this pastoral setting.

R.3

Mitigation Factors

A limited interchange would have the effect of mitigating many of the problems which could be associated with this route.

The City could be more comfortable with this alignment were some way be found to control the potential for unwanted commercial development, which could, over time, stretch from the present intersection of Wolf Pen Branch Road and U.S. 42 all the way to the Watterson Expressway. Our concern for this is that the area in question is Prospect's "front door" and the history of creeping strip zoning is, unfortunately, a fact of life in Jefferson County.

Even with a limited interchange, the City would be most comfortable were the alignment include

condemnation of land within a certain distance from the interchange. With the passage of state legislation allowing annexation by the City on this limited basis, Prospect could turn the area into a park-like setting and control the zoning.

Because the alignment is most harmonious with its surroundings of all those in the Far East, we believe creative solutions might be available for sound and light pollution problems even though this route is above ground level. We would urge in-depth study of such solutions in the event this alignment becomes the one selected.

Alignment A-13-15

Discussion

B.74

We combine these two alignments since, insofar as they impact the City of Prospect, they are the same. We are cognizant they differ as they move closer to, and across, the Ohio River, but as to impacts to the City and its residents, there is no difference between them.

Of all the options, the City strongly favors alignments A-13-15, given the mitigation factors discussed below. Assuming the alignments do not change, we have no preference between them. In voicing this support for alignments A-13-15, we feel, however, it necessary to refer to the discussion at the beginning of this document and to reaffirm our position that we do not consider there to be a need for a Far East bridge at all.

If there is to be a bridge built in the east end, however, alignments A-13-15 provide the least disruption in construction; the least taking of property and the least potential for pollution (noise, air and light) of any route. This so-called trench-tunnel alignment, with the trench beginning approximately at the present 1-71 interchange with the Snyder Freeway and gradually sloping down to tunnel under U.S. 42 and the Drumanard historic property, has the potential to also minimize the visual pollution of this project. This is the sort of creative approach to the onerous issue of locating a bridge in this area which has the potential to solve many of the problems which are part and parcel of the other alignments.

The City believes the trench, which will reach a depth of as much as 60 feet at U.S. 42, will greatly mitigate the noise, light and air pollution problems which form the basis of the objections we have to the other Far East alignments. The selection of the half-diamond interchange at U.S. 42 will give local access to the Snyder Freeway and the bridge itself and has the advantage of being located within the City of Prospect, which can then exercise zoning control.

7

Mitigation Factors

The single element which makes alignment A-13-15 work is the half-diamond interchange. Not only would a more extensive interchange require additional taking of property and bring noise, light and air pollution into a proposal which has been designed to eliminate it as much as possible, but, even if there were no services available, it would tend to increase traffic significantly on already-overused U.S. 42 simply because it was there. With proper signage and the limited interchange, this problem can be primarily avoided. The City considers the half-diamond to be integral to the A-13-15 concept.

The present configuration of U.S. 42 prevents the placement of any traffic control device at the intersection of Bridgepointe Boulevard and U.S. 42. This is one of the most dangerous intersections in the City, owing to the extremely limited sight lines and nature of the highway. Even with a half-diamond interchange, alignments A-13-15 will increase traffic on U.S. 42, making this intersection even more dangerous. The City believes it necessary (1) for the rise in U.S. 42 approaching Bridgepointe Boulevard from the South be graded flat to improve line of sight; (2) that U.S. 42 in front of Bridgepointe be widened to accommodate a turn lane in both directions; and (3) that a traffic signal be installed at the entrance to Bridgepointe.

H.13

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While the effect of the trench will help mitigate sound and light pollution, we believe a sound wall constructed of state-of-the-art sound absorbing material should be constructed on both sides of the trench from U.S. Highway 42 to the I-71 interchange. The wall should be of sufficient height to deflect noise above all dwellings and should below in the natural surroundings by supporting the growth of ivy or other plant materials and be extensively shielded with trees and other plantings

I.7 I.2

A complete pre-blasting survey must be done to all homes which could be potentially impacted by such activity during construction. The project should include funding to reimburse residents who will be affected by dirt, noise and other construction impacts. The City does not allow use of heavy equipment before 8 a.m. and after 6 p.m. and on weekends.

Given the proximity to residences and the stated intention to require hazardous waste materials to use the East End route, the design should incorporate the latest automated speed violation detection equipment with adequate warning signs and signals as may be necessary to encourage observation of safe driving procedures.

Q.8

Since enforcement of traffic safety laws, investigation of traffic accidents and the need for fire and EMS services will impact the City of Prospect and the Harrods Creek Fire Department, Federal impact funds should be made available on a continuing basis so adequate personnel and equipment will be available to provide such services without diminishing the present level of service provided by the City and the Fire Department to residents who pay taxes for same.



January 14, 2002

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 W. Broadway Frankfort, KY 40601-1922

Public Comment - Ohio River Bridges

Draft Environmental Impact Statement

Dear Mr. Ballantyne,

In keeping with the public comment provision of the Ohio River Bridges Draft Environmental Impact Statement, the Transit Authority of River City (TARC) offers its comments with respect to transit coordination for the community. As you may be aware, TARC is the lead agency for Preliminary Engineering and the development of an Environmental Impact Statement (PE/EIS) for the Transportation Tomorrow Light Rail project. The PE/EIS work is focused on a corridor through south central Jefferson County. However, we have been developing options for future corridors, including the possibility of expanding this locally preferred alternative into Southern Indiana.

Transportation facilities are typically designed for a twenty-year forecast period although they have a life well beyond that period, with some bridges lasting more than 100 years. It is important that consideration be given to how transit in general and Transportation Tomorrow specifically may interface with the proposed bridges project. Coordination of these projects was discussed in a December 1999 meeting with TARC, the Kentucky Transportation Cabinet and the Indiana Department of Transportation. It was agreed that three general concerns should be addressed in the design phase of the project:

- · How transit, including light rail, would operate in the Kennedy Interchange and over the proposed bridge during and after construction.
- How HOV would work through the junction (with or without additional lanes).
- Design of the Kennedy Interchange should not preclude future transit expansion options. If options are foreclosed, the consequences of this action and alternatives to it should be identified.

We appreciate the opportunity to coordinate with the plans for crossing the Ohio River. TARC and the Transportation Tomorrow consultants are willing to meet with you and the design consultant to exchange ideas and information.

J. Barry Barker Executive Director

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CC: John	Cam -KYTC

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1000 WEST BROADWAY . LOUISVILLE, KY . 40203

RESOLUTION NO. 2-2002

A RESOLUTION SUPPORTING CONSTRUCTION OF AN EAST END OHIO RIVER BRIDGE AND A DOWNTOWN OHIO RIVER BRIDGE

WHEREAS, the Board of Commissioners of Clark County, Indiana, has historically supported the construction of a new bridge across the Ohio River connecting I-265 in Clark County, Indiana with the Gene Snyder Freeway in eastern Jefferson County, Kentucky, and;

WHEREAS, the Clark County Comprehensive Plan calls for a new eastern bridge, and;

WHEREAS, studies by JHK & Associates document that a completed I-265 loop will reduce congestion by diverting over an average of 40,000 daily traffic away from the John F. Kennedy Bridge and Spaghetti Junction, and,

WHEREAS, studies by Hinkling Lewis Brod, Inc., in association with JFK, show that a completed I-265 loop creates opportunities for significant regional economic development efficiencies, especially in eastern Clark County, and;

WHEREAS, the ORMIS committee accepted JHK & Associates recommendation to pursue further bus transportation improvements to serve the transportation disadvantaged and to encourage further examination of light rail transit in the TARC major investment study, and;

WHEREAS, the ORMIS committee and JHK & Associates fully analyzed the Greater Louisville region's interstate mobility needs according to the 15 planning factors defined by the federal Intermodal Surface Transportation Efficiency Act for metropolitan and state transportation improvements as well as other locally relevant criteria, and,

WHEREAS, on December 19, 1996, KIPDA's Transportation Policy Committee unanimously approved the ORMIS committee's recommendation for an eastern bridge, a downtown bridge, and a full rebuild of "Spaghetti Junction";

WHEREAS, subsequent recommendations have been made by multi-state forums for two (2) bridges to be constructed connecting Clark County, Indiana with Kentucky across the Ohio River;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF CLARK COUNTY, INDIANA:

B.46 B.69 N.16

The Clark County Commissioners fully endorse the construction of an east end bridge across the Ohio River connecting I-265 in Indiana to I-265 Gene Snyder in Kentucky. It is in the best interest of the public for such bridge to be constructed to reduce traffic volume and chances of traffic jams on the Kennedy and Clark Memorial Bridges. The construction of an east end bridge will connect a beltway around the Louisville metropolitan area, which is the logical extension of taxpayer investment in the existing road system. The construction of an east end bridge will provide an alternative route for hazardous waste haulers who currently pass through downtown Louisville and

past the complex of Metropolitan Louisville hospitals adjacent to I-65. The construction of an east end bridge will benefit public safety and welfare.

The Clark County Commissioners secondarily endorse the construction of a downtown bridge connecting Clarksville/Jeffersonville with downtown Louisville so long as such construction reconfigures "Spaghetti Junction" in a manner which promotes better traffic safety. It is the preference of the County Commissioners that the east end bridge be constructed first in the event that of both bridges cannot be commenced at or near the same time.

This Resolution is hereby read, passed, and adopted this 31st day of January, 2002.

BOARD OF COMMISSIONERS OF CLARK COUNTY, INDIANA

ABSENT

Raymond J. Parker, President

Barbara Haas

Clark County Auditor

CLARK COUNTY EMERGENCY MANAGEMENT

11452 HWY 62 CHARLESTOWN, INDIANA 47111

Harold L Plummer, Director

Office 256-6981 Fax 256-0398 Pager 502-455-25555

To: Tonja Fischer
Southern Indiana Chamber of Commerce
4100 Charlestown Road
New Albany, Indiana 47150

Dear Ms Fischer,

I am writing to express my strong support for the construction of an east end Ohio River bridge connecting Indiana I-265 Gene Snyder highway. Anyone who travels the Kennedy Bridge regularly, from either direction, knows that our community needs another bridge to reduce traffic volume and to reduce the chances of gridlock from accidents on the Kennedy. It is encouraging to know that public opinion polls show overwhelming bridge support both sides of the river, but it is discouraging that the process has been so slow to respond.

Thanks to the Chamber of Commerce for agreeing to collect letters like mine to help let officials from both states know how important it is to our transportation system and local economy to connect I-265, we have authority to establish a hazardous material bypass route through our county away from our Hospitals, medical care centers, and majority of our business and homes in our community.

PLEASE BUILD AN EAST END BRIDGE.

Sincerely yours

Southern Indiana Supporter of the

East end Bridge

Harold L Plummer Executive Director Clark County Emergency Management agency

RESOLUTION

In Support of Two-Bridge Recommendation With A Spaghetti Junction Redesign: Specifically Connecting I-265 Gene Snyder in Kentucky with I-265 in Indiana

The facts supporting the need for an I-265/Snyder Freeway bridge linking Kentucky and Indiana are indisputable. Not moving ahead with the expeditious construction of a new eastern bridge will result in increased traffic congestion, deterioration of economic viability and loss of job opportunities for the Greater Louisville region.

Past studies, including the Origin and Destination Study, Ohio River Major Investment Study, and the current work underway in the Evironmental Impact Statement show:

- Some 35-40% of Kennedy Bridge traffic is Indiana-east Jefferson County or Oldham County in origin or destination.
- Both eastern Clark County in Indiana and eastern Jefferson County are undergoing major population and industrial growth.
- 3. The two bridge scenario will provide:
 - · The most cost-effective means of solving the community's transportation needs
 - The completion of the circumferential highway system, thus creating a new alternate route
 - · Volume reductions in the downtown area
 - The greatest benefit for commercial traffic
 - The best combination of reducing incident impacts and delays in Spaghetti Junction and an alternate route for avoidance of delays
 - The greatest net economic benefit for the region
 - The greatest reduction in VMT (vehicle miles travelled) and VHT (vehicle hours of travel)
 - The greatest overall transportation and economic benefit for the entire region

The public clearly supports the two-bridge alternative with an I-265 crossing:

- The 1993 and 1996 Courier-Journal Bluegrass Public Opinion Polls showed overwhelming support of an I-265 bridge, among residents in both Kentucky and Indiana.
- The 1993 Goals for Greater Louisville listed the I-265 bridge as the number two priority among adults responding.
- 3. Numerous community groups, elected officials and business organizations have called for the construction of the bridge: Middletown Chamber; Jeffersontown Chamber; Southern Indiana Chamber, City of Shivley; Greater Louisville Inc.; Mayor Armstrong, Representative Hill, Senator Bayh, Governor Patton; Governor O'Bannon; Kentuckians For Better Transportation, etc.
- The Transportation Policy Committee of KIPDA (the Kentuckiana Planning and Development Agency – our region's transportation planning agency) <u>unantimously</u> endorsed this solution for our region's cross-river deficiency in 1996.

Therefore, we support an I-265 Bridge/Downtown Bridge/Spaghetti Junction Redesign and urge the Federal Highway Administation to recognize and affirm this need in the Final Environmental Impact Statement and its subsequent Record of Decision.

Organization	Town of Clarksville	Phone 288-71	55 FX1-347
Address	\	mile In 47129	
Signed	July W. Tatley	Title Count Iman	Date \$ 23/01
Submit to:	Tonya Fischer Southern Indiana Chamber of 6 4100 Charlestown Rd. New Albany, IN 47150 945-0266 (phone) 948-4664 (fax)	Commerce	

RESOLUTION

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The public clearly supports the two-bridge alternative with an I-265 crossing:

- The 1993 and 1996 Courier-Journal Bluegrass Public Opinion Polls showed overwhelming support of an I-265 bridge, among residents in both Kentucky and Indiana.
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 Chamber; City of Shivley; Greater Louisville Inc.; Mayor Armstrong, Representative Northup,
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Therefore, we support an 1-265 Bridge/Downtown Bridge/Spaghetti Junction Redesign and urge the Federal Highway Administration to recognize and affirm this need in the Final Environmental Impact Statement and its subsequent Record of Decision.

Organization	Town of	Clarkse:	l (e	Phone	812-28	و/ - هو	503
Address	2000 E	Bacodury	_	CLARKSON	le IN	47/-	29
Signed	Jh. J.		Title	Presiden	<u> </u>	Date_	8-24-0
Submit to:	Tonya Fischer	na Chamber a	of Com				

Southern Indiana Chamber of Commerce 4100 Charlestown Rd. New Albany, IN 47150 945-0266 (phone)

948-4664 (fax)

B.46

RESOLUTION

In Support of Two-Bridge Recommendation With A Spaghetti Junction Redesign: Specifically Connecting I-265 Gene Snyder in Kentucky with I-265 in Indiana

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- The Transportation Policy Committee of KIPDA (the Kentuckiana Planning and Development Agency – our region's transportation planning agency) <u>unantimously</u> endorsed this solution for our region's cross-river deficiency in 1996.

Therefore, we support an I-265 Bridge/Downtown Bridge/Spaghetti Junction Redesign and urge the Federal Highway Administation to recognize and affirm this need in the Final Environmental Impact Statement and its subsequent Record of Decision.

Organization Town of CLARKSUMERONE 283-1504

Address 2000 BROADWAY CLARKSUME IN 47129

Signed Politics White Title COUNCIL Date 9/29/

Submit to:

Tonya Fischer Southern Indiana Chamber of Commerce 4100 Charlestown Rd. New Albany, IN 47150 945-0266 (phone) 948-4664 (fax) RESOLUTION NO. 7-2001

A RESOLUTION SUPPORTING NEW BRIDGE CONSTRUCTION BETWEEN CLARK COUNTY, INDIANA & JEFFERSON COUNTY, KENTUCKY

Whereas, the need for a new bridge to connect I-265 between Clark County, Indiana & Jefferson County, Kentucky has been documented by the Transportation Policy Committee of the Kentuckiana Regional Planning & Development Agency;

Whereas, it has been proposed that in addition to the proposed I-265 bridge an additional bridge be constructed over the Ohio River at I-65 to better connect Clark County, Indiana and Jefferson County, Kentucky;

Whereas, the INAAP Reuse Authority is developing a major industrial park called the River Ridge Commerce Center near the intersection of 1-265 and Indiana Highway 62 that would have better access to interstate highways after completion of the 1-265 bridge;

Whereas, the development of the River Ridge Commerce Center will generate new jobs and economic opportunity for the region and allow existing businesses to expand within the Louisville metropolitan area;

Now. Therefore Be It Resolved:

That the INAAP Reuse Authority supports the construction of the proposed I-265 and I-65 Ohio River bridges connecting Clark County, Indiana and Jefferson County, Kentucky and would benefit most immediately and directly by construction of the I-265 bridge.

Approved on October 15, 2001.

d by: Thurst Author Harold Satterly, President

Attest: (R. Marc Elliott, Executive Director

mn

B.46

(II)

Jeffersonville Housing Authority



206 Eastern Boulevard Jeffersonville, Indiana 47130

Housing (812) 283-3553 FAX (812) 282-1214 TTY/TDD (812) 288-2730

August 28, 2001

Ms. Tonya Fischer Southern Indiana Chamber of Commerce 4100 Charlestown Road New Albany, Indiana 47150

Dear Ms. Fischer

The Jeffersonville Housing Authority would like to express its strong support of the two-bridge recommendation, which specifically connects the existing segment of Interstate-265 (Gene Snyder) in Kentucky with the existing segment of Interstate-265 in Indiana. The two-bridge recommendation combined with a spaghetti junction redesign offers the most economical and effective means of correcting an urgent transportation deficiency in the region.

B.46 B.69 A major metropolitan area such as Louisville cannot function efficiently or meet its potential with a major gap in its bettline transportation system and no convenient connection between two important sections of the region. It is, in our opinion, past time to proceed expeditiously with the implementation of a new eastem bridge that will provide for a transportation circulation system, which improves traffic congestion, increases traffic safety, reduces energy consumption and greatly increases accessibility between viable parts of the metropolitan area.

Further benefits of the two-bridge recommendation are a significant reduction of through traffic in Downtown Louisville; thereby, making the downtown area less congested, less likely to experience traffic delays and a more accessible, attractive and appealing destination for non-through traffic. Completion of a beltiine system linking all parts of the Louisville Metropolitan Area will reduce energy consumption, stimulate economic development through all parts of the region and improve the quality of life through reduced unnecessary traffic delays and increase travel convenience, economy and comfort.

The Jeffersonville Housing Authority urges the Federal Highway Administration to consider and identify the need for an eastern bridge connecting existing parts of Interstate-265 and recommend its approval in the Final Environmental Impact Statement and its subsequent Record of Decision.

Sincerely,

THE HOUSING AUTHORITY OF THE CITY OF JEFFERSONVILLE

Carroll G. Gowens Executive Director

Cgg:g.cooper:sa

"Providing Safe, Decent and Affordable Housing"

OFFICE OF THE MAYOR



The Honorable Thomas R. Galligan

812 - 285 - 6400 office 812 - 285 - 6468 fax

Room 404 City - County Building 501 E. Court Avenue Jeffersonville, Indiana 47130

February 4, 2002

Federal Highway Administration c/o Mr. John Ballantyne John C. Watts Federal Building 330 W. Broadway Frankfort, KY 40601-1922

Re: Statement of Position in Support of the Two Bridges/Highway Alternative of the DEIS

Dear Mr. Ballantyne:

B.46 B.98 The City of Jeffersonville, situated in the County of Clark, in the State of Indiana, unequivocally advocates the construction of a bridge in the "Eastern Corridor", to cross the Ohio River, providing uninterrupted passage between I-265, in Indiana, and I-265/KY841, in Kentucky. Furthermore, the City of Jeffersonville advocates the reconfiguration of the Kennedy Interchange (Spaghetti Junction). Lastly, after the "Eastern Corridor" bridge is constructed, the City of Jeffersonville unequivocally advocates the construction of one "downtown bridge", specifically, the "C-2", Ninth Street Bridge alignment.

Respectfully submitted by,

Thomas R. Galligan

Mayor of Jeffersonville

hm

Enclosure

An equal opportunity employer

FACTUAL BASIS TO SUPPORT POSITION

The Federal Highway Administration, in cooperation with the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC), through its commission of the Ohio River Bridges Project, has determined, in a Draft Environmental Impact Statement (DEIS), four alternatives are feasible for consideration and subsequent implementation which will address the improvement of mobility between Clark County, Indiana and Jefferson County, Kentucky. The City of Jeffersonville, as resolved in its Public Notice, expresses its unequivocal support for the Two Bridges/Highway Alternative (with one bridge in the Eastern Corridor and a *second* bridge downtown) and herein presents the argument in favor thereof.

The four alternatives to be considered for implementation are:

- The No-Action Alternative;
- The Transportation Management Alternative;
- · The One Bridge/Highway Alternative; and,
- The Tow Bridges/Highway Alternative.

From the four alternatives, one will be chosen and acted upon by the Federal Highway Administration. The criteria by which alternatives were evaluated are: 1) Population and Growth; 2) Traffic Congestion; 3) Traffic Safety; and 4) Consistency with Local Transportation Plans. So too, the City of Jeffersonville will use the established criteria as a benchmark for determination.

Population and Growth:

The Two Bridges/Highway Alternative, specifically the two options containing the C-2 alignment (TBC-2 Alternative), clearly yields the greatest benefit to both, the Jefferson County, Kentucky and Clark County, Indiana communities. Juxtaposed to the No-Action alternative, which is the basis for comparison, TBC-2 provides for the greatest reduction in vehicle miles traveled (VMT), vehicle hours of travel (VHT) and vehicle hours of delay (VHD.) By Year 2025, VMT, VHT and VHD will be reduced by 1%, 6/5% and 22/19%, respectively, depending on which TBC-2 Alternative is chosen.

B.98 F.48 and around the 9th Street area. Indicatively, Clarksville will benefit from easier access and more frequency in travel to its many retail locations.

The two Kennedy Bridge Alignments (upstream and downstream) will destroy downtown Jeffersonville and cause a regression from the economic progress which has been prevalent in and around the downtown area. Either of the two Kennedy Alignments will cause significant displacement of residents and commercial establishments as well as increase the already alarming noise pollution. In addition, the two alignments will cause serious disturbances to flood plains, historic districts and wildlife habitat.

Conclusion

Based on the foregoing extrapolation of data from the Draft Environmental Impact Statement, the Two Bridges/Highway Alternative (TBC-2), i.e. a new bridge in the Eastern Corridor and a second new Downtown 9th Street (C-2) Bridge, is recommended for inclusion in the Final Environmental Impact Statement with which the Federal Highway Administration, in cooperation with INDOT and KYTC, will take a final decision concerning the improvement of cross-river mobility between Clark County, Indiana and Jefferson County, Kentucky. Construction of the TBC-2 is requested.

RESOLUTION



In Support of Two-Bridge Recommendation With A Spaghetti Junction Redesign: Specifically Connecting I-265 Gene Snyder in Kentucky with I-265 in Indiana.

The facts supporting the need for an I-265/Snyder Freeway bridge linking Kentucky and Indiana are indisputable. Not moving ahead with the expeditious construction of a new eastern bridge will result in increased traffic congestion, deterioration of economic viability and loss of job opportunities for the Greater Louisville region.

Past studies, including the Origin and Destination Study, Ohio River Major Investment Study, and the current work underway in the Environmental Impact Statement show:

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- Both eastern Clark County in Indiana and eastern Jefferson County are undergoing major population and industrial growth.
- 3. The two bridge scenario will provide:
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The public clearly supports the two-bridge alternative with an I-265 crossing:

- The 1993 and 1996 Courier-Journal Bluegrass Public Opinion Polls showed overwhelming support of an 1-265 bridge, among residents in both Kentucky and Indiana.
- The 1993 Goals for Greater Louisville listed the I-265 bridge as the number two priority among adults responding.
- Numerous community groups, elected officials and business organizations have called for the construction of the bridge; Middletown Chamber; Jeffersontown Chamber; Southern Indiana Chamber; City of Shivley; Greater Louisville Inc.: Mayor Armstrong; Representative Northrup; Senator Lugar; Representative Hill; Senator Bayh; Governor Patton; Governor O'Bannon: Kentuckians for Better Transportation, etc.
- The Transportation Policy Committee of KIPDA (the Kentuckiana Planning and Development Agency our region's transportation planning agency) unanimously endorsed this solution for our region's cross-river deficiency in 1996.

Therefore, we support an I-265 Bridge/Downtown Bridge/Spaghetti Junction Redesign and urge the Federal Highway administration to recognize and affirm this need in the Final Environmental Impact Statement and its subsequent Record of Decision.

Organization City of	Teffersony: 11	C Phon	e 285-6400
Address 501 E Court	Ave		
E-Mail Address, dustin	@ ieffersonvi	lle info	
Signed Than all	all a T	tle Mayar	Date 19-02
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St	ıbınit to: Tonya Fi	scher	
	Southern	Indiana Chamber of Co	ommerce
	4100 Ch	ırlestown Rd., New Alba	ny, IN 47150

CITY OF JEFFERSONVILL



ENGINEERING DEPARTMENT

ROBERT MILLER City Engineer

812 - 285 - 6476 office 812 - 285 - 6468 fax

City - County Building Room 406 501 E. Court Avenue Jeffersonville, Indiana 4713

Dear Mr. Ballantyne,

February 6, 2002

Thomas R. Galligan

B.50

As the Jeffersonville City Engineer and a life long resident of the city, I feel qualified to know what is a benefit to Jeffersonville and its residents. For years now, the debate over an east end bridge for the Louisville and southern Indiana area has lingered in both our private and public lives. Advantages and disadvantages, potential routes and financial responsibilities have been tossed around for years. Let me express my feelings that an east end bridge is necessary, NOW!

B.70

Looking at aerial photos of the east end of Jefferson County and the Southern Indiana area, it is obvious that 1-265 and the Gene Snyder Freeway were constructed to eventually be connected by an east end bridge. These major thoroughfares should not partially encircle the metro area and then require motorist to turn back toward the downtown area just to complete a loop.

B.120

Most major cities (i.e. Cincinnati, Indianapolis, and Nashville) are encircled with a continuous expressway loop. These bypasses not only provide convenient access to all areas of their respective communities but also allow over-the-road tractor-trailer vehicles to easily bypass potentially heavily congested downtown areas. In order to complete this loop, an east end bridge is the most important component. Eventually, a west end bridge should also be considered to relieve the pressure on the existing Sherman Minton Bridge. The western bridge could by-pass New Albany and western sections of Louisville and connects to the western end of the existing Gene Snyder Freeway.

B.98

A downtown bridge would be extremely devastating to the newly revitalized Jeffersonville downtown area. Over the past six to seven years, significant changes in Jeffersonville have occurred. Especially in the downtown area. Restaurants, hotels, a new scenic overlook, and many existing stores located downtown have experienced steady growth and help improve a dying area. A new bridge through this area could potentially destroy everything that is helping improve this community.

A few years ago, improvements to the Kennedy Bridge added one lane to the northbound side of the bridge. This modification was completed to improve traffic

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flow northbound out of Louisville. However, by creating this extra northbound lane, the southbound traffic wanting to use I-64 and I-71 was reduced from two lanes to one. This change has impeded traffic flow out of southern Indiana and has increased the number of accidents in the southbound lanes. Again, this shows how southern Indiana is overlooked when it comes to improvements that are designed to improve the overall Louisville area.

Perhaps after an east end bridge is erected the need for a downtown bridge will be reduced. At any rate the citizens of southern Indiana and their politically appointed representatives would be more receptive of a downtown bridge.

I hope these concerns will help demonstrate the importance of an east end bridge. The very life of Jeffersonville potentially could be in jeopardy by the decisions pertaining to this project.

Sincerely,

Robert Miller, City Engineer

PS: I am not against the Ninth Street Bridge, if there is still a need after the east end bridge is built.

THE CITY OF JEFFERSONVILLE

LES MERKLEY Councilperson 1" District 538 E. Court Avenue Jeffersonville, IN 47130 (812) 284-0848 Home (502) 693-7276 Mobile lesliedmerkley@compuserve.com

February 4, 2002

John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 W. Broadway Frankfort, KY 40601-1922

RE: Ohio River Bridge

FEB 1 1 2002

TO HDA ADA HPD HPE HS GELION Garr - KYTG

Charles Raymer - CTS

Dear Mr. Ballantyne:

I represent the downtown area on the Jeffersonville City Council. I strongly support the construction of a new east end bridge while opposing the proposed downtown bridge. Specifically, I advocate an I-265 Bridge connecting Gene Snyder Freeway in Kentucky with I-265 in Indiana.

Past studies, including the original Origin and Destination Study, Ohio River Major Investment Study, and the current work underway for the recently completed draft of the Environmental Impact Statement show the greatest need for an east end bridge.

B.70

Some 35-40% of Kennedy Bridge traffic is Indiana-east Jefferson County or Oldham County in origin or destination. Both eastern Clark County, Indiana and eastern Jefferson County, Kentucky are undergoing significant population and industrial growth.

The 1993 and 1996 Courier-Journal Bluegrass Public Opinion Polls showed overwhelming support for an east end bridge, among residents in both Indiana and Kentucky.

The construction of an east end bridge is the best scenario for addressing the growing transportation needs and problems for the region by completing the by-pass highway system reducing congestion in the Spaghetti junction.

B.98

Meanwhile, the construction of a new downtown bridge fails to immediately address the aforementioned problems while having a severe negative economic and social impact on downtown Jeffersonville. The presence of a new downtown bridge would displace many residences, historical buildings, and business in downtown Jeffersonville.

If the new downtown bridge is constructed then several Jeffersonville buildings are in jeopardy including the Harbors condominiums, the Ramda Inn. the Bales Auto Centers, the riverfront

THE CITY OF JEFFERSONVILLE

LES MERKLEY Councilperson 1° District 538 E. Court Avenue Jeffersonville, IN 47130 (812) 284-0848 Home (502) 693-7276 Mobile lestiedmerkley@compuserve.com

B.70

John Ballantyne February 8, 2002 Page 2 of 2

restaurants, and several historical landmarks, and possibly, the Clark Memorial Hospital,

fhat's why only one bridge makes sense, and that's the eastern corridor bridge. It appears that too many concessions are being made to the other side of the Ohio in our cagerness to build the east end bridge. Residents and business owners in downtown Jeffersonville deserve the same recognition and protection as those in Kentucky.

The residents of River Fields and Prospect, Kentucky are not embracing the eastern corridor bridge. Why should our community and political leaders come out and endorse the downtown bridge knowing the negative impact it would have on downtown Jeffersonville with insignificant benefit, if apy, to southern Indiana?

To endorse the downtown bridge if you are a Jeffersonville resident makes no sense whatsoever. Some people will lose their homes, and secondly, we lose the integrity of our downtown. And more importantly, there is little likelihood that state and federal government could even fund two major infrastructure projects simultaneously with a total projected cost of approximately a billion dollars.

In conclusion, I want to thank you for the opportunity to express my opinion on this important matter facing our community. I strongly urge you to consider my observations and thoughts as you proceed in the planning and construction of this project.

Sincerely.

LES MERKLEY City Councilperson, District 1

: Fom Lindley. The Evening News

AN EQUAL OPPORTUNITY EMPLOYER

AN FOLIAL OPPORTUNITY EMPLOYED

THE CITY OF JEFFERSONVILLE

RON ELLIS Councilperson 2nd District 1610 Cameron Drive Jeffersonville, IN 47130 (812) 282-5641 Home (502) 727-6884 Mobile rman55@aol.com

February 5, 2002

B.69 C.17 As a member of the Common Council of the City of Jeffersonville, and citizen of this community, I come forth today to voice my support for a two bridge scenario. Being a lifetime resident of this area and having to travel the corridor between Jeffersonville and Louisville frequently, I have witnessed the tremendous increase in traffic volume. The continually increasing amount of cars and trucks traveling north and south on Interstate 65 plus the funneling of Interstates 64 and 71 onto the Kennedy Bridge have combined to create a frightening driving experience for commuters in this area. I have often been delayed in the too numerous traffic backups. Luckily, I have escaped being involved in one of the daily traffic accidents that occur in the Second Street and Kennedy Bridge corridor.

B.46 B.98 I think, that in the interest and welfare of this region as a whole, an eastern corridor bridge should be constructed as expediently as possible, along with the reconstruction of Spaghetti Junction, and then the construction of a downtown bridge. The downtown bridge should connect the 9th Street interchange in Louisville with Interstate 65 and 10th Street in Jeffersonville. This scenario will be the least damaging to our community, have the best opportunity for future expansion, be more acceptable to residents on both sides of the river, and furthermore diffuse a traffic safety problem of enormous proportions.

Ronald G. Ellis Ronald D. Ellis

Jeffersonville City Council

District II

AN EQUAL OPPORTUNITY EMPLOYER



MONROE TOWNSHIP VOLUNTEER FIRE DEPARTMENT

P.O. BOX 88 315 SOUTH FERGUSON HENRYVILLE, INDIANA 47126 (812) 294-1738

February 5, 2002

To Whom It May Concern:

B.70

We at the Monroe Township Volunteer Fire Department are in favor of the East End Bridge.

Sincerely,

mIZ

Mark Furnish Fire Chief RESOLUTION NO. PCR-02-04

B.46

RESOLUTION of the NEW ALBANY CITY PLAN COMMISSION

Support of Two-Bridge Recommendation with a Spaghetti Junction Redesign

WHEREAS, The New Albany City Plan Commission agrees with the Two-Bridge Recommendation with a Spaghetti Junction Redesign, Specifically Connecting—I-265 Gene Snyder in Kentucky with I-265 of Indiana; and

WHEREAS, the facts supporting the need for an I-265 /Snyder Freeway Bridge linking Kentucky and Indiana are indisputable, and

WHEREAS, a two bridge scenario will be an economic benefit and a traffic relief for the Kentuckiana area.

NOW, THEREFORE, BE IT RESOLVED, that the New Albany City Plan Commission hereby supports an I-265 Bridge/Downtown Bridge/Spaghetti Junction Redesign, and urges the Federal Highway Administration to recognize and affirm this need.

ADOPTED by the New Albany City Plan Commission this 19th day of TEXPLY, 2002.

MAXA. PETRY, PRESIDENT

NEW ALBANY CITY PLAN COMMISSION

ATTEST:

Carl E. Malysz, AICP, Director & Secre

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RESOLUTION

In Support of Two-Bridge Recommendation With A Spaghetti Janetion Redesign: Specifically Connecting L265

Gens Sayder in Kentucky with L-265 in Indiana

The facts supporting the need for an 1-265/Snyder Freeway bridge linking Kentucky and Indians are indisputable. Not moving sheed with the expeditious construction of a new eastern bridge will result in increased traffic congestion, deterioration of economic viability and loss of job opportunities for the Gresser Louisville region.

Past studies, including the Origin and Destination Study, Obio River Major Investment Study, and the current work underway in the Evironmental Impact Statement show:

- Some 35-40% of Kennedy Bridge traffic is Indiana-east Jefferson County or Oldham County in origin or destination.
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B.46

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Therefore, we support an I-365 Bridge/Downtown Bridge/Spaghetti Junction Redesign and urge the Federal Highway Administration to recognize and affirm this need in the Final Environmental Impact Statement and its subsequent Record of Decision.

Address 311 Hauss Sq - Room 316	Organization City of New Alban Phone 9485333
EMAIL Address: NEW ALRANGED @ ROL.COM	Address 311 Hauss Sq - Room 316
	E-Mall Address: NEW ALBANTED @ AOL. COM
Signed Layou Dieter Title MAYOR Date 1-14-02	Signed Layer Dietm Title MAYOR Date 1-14-02

Submit to

Tonya Facher
Southern Indiana Chamber of Commerce
4100 Charlestown Rd.
New Albany, IN 47150
943-0286 (phone)
948-4664 (fixx)

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Organization City of New Albany Phone 9485 333	
Address 311 Hauss Sq Dem 316 E-Mail Address MEWAL Law EOO ADL Com Signed Low Date 1160	
E-Mail-Address HEWALLOW FOO ADL Com	
Signed Land Date 1160	7

Submit to: Tonya Fischer

Southern Indiana Chamber of Commerce 4100 Charlestown Rd., New Albany, IN 47150

Regional Youth Services, Inc. #X

February 5, 2002

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 W. Broadway Frankfort, KY 40601-1922 HIS CC. Johnson: KITE Charles Raymer-CTS

Dear Mr. Ballantyne:

My name is Joe Huecker. I am the Executive Director of Regional Youth Services, Inc. a private non-profit agency in Southern Indian.

I am writing you in <u>strong support</u> of an east end bridge in Louisville, Ky., which connects 1-265 in Indiana with the Jefferson Freeway in Prospect, Ky.

B.46

I also support a second downtown Louisville bridge, but even this is of less importance to my work.

I employ staff on both sides of the Ohio River and travel is a nightmare. I do not want to take up your time with too many details.

If you wish further information please contact me at your convenience at 812-282-8479.

Sincerely

Joe J. Huccker, LCSW/LMFT Executive Director

JJH/ss

Evansville Office: 501 John Street, Suite 9 Evansville, IN 47713 (812) 422-4741 - Fax (812) 422-4802 Jeffersonville Office: 224 East Court Avenue Jeffersonville, IN 47130 (812) 282-8479 • Fax (812) 282-8636 Madison Office: 304 Jefferson Street Madison, IN 47250 (812) 273-2932 • Fax (812) 273-2972

RESOLUTION

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Organization ity of Scotts burg Phone 812.752:3169

Address & Emc Clair

Signed Will At Mayor Date 9-4-01

Submit to:

Tonya Fischer Southern Indiana Chamber of Commerce 4100 Charlestown Rd. New Albany, IN 47150

945-0266 (phone) 948-4664 (fax)

P.M.

RESOLUTION

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Organization City of Stymour	Phone <i>812-5</i> 2	2-4020
Address 309 N. Chestwat 57.	Stymore In	1. 47274
Signed S. Budhar Ti		

Submit to:

Tonya Fischer Southern Indiana Chamber of Commerce 4100 Charlestown Rd. New Albany, IN 47150 945-0266 (phone) 948-4664 (fax)



ROSE HILL NEIGHBORHOOD ASSOCIATION

WE, RESIDENTS OF THE ROSE HILL NEIGHBORHOOD AND THE OLD JEFFERSONVILLE HISTORIC DISTRICT, ARE OPPOSED TO BUILDING ANY NEW DOWNTOWN BRIDGE ON THE UPSTREAM OR EAST SIDE OF THE KENNEDY BRIDGE

IT WOULD DAMAGE OUR NEIGHBORHOOD EVEN MORE THAN THE KENNEDY BRIDGE ALREADY HAS THERE WOULD BE MORE LOUD NOISE, AND THE NEW BRIDGE'S HUGE, HIGH GIRDERS WOULD INTRUDE EVEN FURTHER INTO THE VIEW FROM OUR RESIDENTIAL AREA.

WE'RE ALREADY DOING OUR PART WITH A BRIDGE IN OUR HISTORIC NEIGHBORHOOD AND WE DON'T WANT ANOTHER ONE IT SHOULD BE PUT SOMEWHERE ELSE

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	CC John Carr - KYTC
	Charles Raymer - CTS

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DEIS - Comments Rosehill Neighborhood Assoc

Last Name	First Name	Type Comment	Association
	Doney	Letter	Rosehill Neighborhood Assoc
Barner	Martha	Letter	Rosehill Nieghborhood Assoc
Blake	JoAnne	Letter	Rosehill Neighborhood Assoc
Carden	Karen	Letter	Rosehill Nieghborhood Assoc
Carden	Doug	Letter	Rosehill Neighborhood Assoc
Cooks	Ed	Letter	Rosehill Neighborhood Assoc
Gift	Dianne	Letter	Rosehill Neighborhood Assoc
Gilbert	Nedda	Letter	Rosehill Neighborhood Assoc
Grison	KR	Letter	Rosehill Neighborhood Assoc
Hessig	Mary	Letter	Rosehill Nieghborhood Assoc
Hood	Susan	Letter	Rosehill Neighborhood Assoc
Jenkins	Ben	Letter	Rosehill Neighborhood Assoc
Lewis	Flo	Letter	Rosehill Neighborhood Assoc
Lewis	Bob	Letter	Rosehill Neighborhood Assoc
Love	Jack	Letter	Rosehill Nieghborhood Assoc
McCarty	Bill	Letter	Rosehill Neighborhood Assoc
McCornil	Tracy	Letter	Rosehill Neighborhood Assoc
McCutcheon	Sari	Letter	Rosehill Neighborhood Assoc
Pane	Biren	Letter	Rosehill Neighborhood Assoc
Suell	Gail	Letter	Rosehill Nieghborhood Assoc
Swebs	Hal	Letter	Rosehill Neighborhood Assoc
Thorn	Kari	Letter	Rosehill Neighborhood Assoc
Trauchetood	Neill	Letter	Rosehill Neighborhood Assoc





RESOLUTION GLI Economic Development Committee

Transportation has always been the lifeblood of the Louisville region. Because of a need to transport goods around the Falls of the Ohio River, our community was funded more than two centuries ago as a transfer and trading depot. In the 1800s, great railroad lines and river commerce brought us growth and prosperity. In the 1900s, interstate highways and air cargo were added to our already rich transportation and distribution resources.

Now the effectiveness of a major part of our transportation system -- our highways and cross-river connections -- is slowly eroding because it can't handle worsening congestion and safety problems, and because it provides no room for growth. If traffic can't move freely on the highways crossing our region, growth in our regional economy is restricted and eventually strangled.

Traffic on the I-65 Kennedy Bridge is already over capacity, and Spaghetti Junction is choked and unsafe. Continuing growth in the eastern portions of our region demands accommodation for burgeoning traffic in that area as well. We need both a downtown and eastern bridge, and a rebuilding of Spaghetti Junction; if we are going to keep our traffic movement system flowing freely. Given our region's estimated growth, the additional capacity provided by building only one bridge would be almost fully used up by 2025.

Building two bridges also is the best regional strategy, because our highways carry motorists from 23 counties across our regional economy. Downtown and eastern bridges yield benefits to both sides of the Ohio River, and improve traffic flow throughout the region.

This is not a question of "either/or". This is the time for our community to reach for "both/and": build both bridges and rebuild Spaghetti Junction to ensure that our historic role as a transportation crossroads can continue into our children's future and beyond.

The following members of the Greater Louisville Inc. Economic Development Steering Committee have given their endorsement to the resolution.

Wayne Allen Katayama American Company Shelbyville, Kentucky

John Brooks Arthur Andersen Louisville, Kentucky

Dean Robert Taylor University of Louisville Louisville, Kentucky

Rudy Straub E & H Integrated Systems Louisville, Kentucky Tom Scanlan Scan Steel
Jeffersonville, Indiana

Chuck Moore
Eagle Steel Products, Inc.
Jeffersonville, Indiana

Bill Pearse ApoImmune, Inc. Louisville, Kentucky Ed Glasscock
Frost Brown Todd, PLLC
Louisville, Kentucky

Al Oliver The Oliver Group, Inc. Louisville, Kentucky

Jim Gaunt
Fifth Third Bank Kentucky, Inc.
Louisville, Kentucky

DEIS - Comments Greater Louisville

Last Name	First Name	Type Comment	Association
Allen	Wayne	Letter	Greater Louisville
Brooks	John	Letter	Greater Louisville
Gaunt	Jim	Letter	Greater Louisville
Glasscock	Ed	Letter	Greater Louisville
Moore	Chuck	Letter	Greater Louisville
Oliver	Al	Letter	Greater Louisville
Pearse	Bill	Letter	Greater Louisville
Scanlan	Tom	Letter	Greater Louisville
Straub	Rudy	Letter	Greater Louisville
Taylor	Dean	Letter	Greater Louisville

12

Ohio River Bridges Coalition

February 22, 2002

Mr. John Ballantyne Federal Highway Administration John C. Watts Federal Building 330 W. Broadway Frankfort, KY: 40601-1922

Į.	EIVED 5 2002
TO	
HDA	
ADA	
HFA	
HPD	
HPF cc: John Charles	Carr – KYTC Raymer – CTS

Dear Mr. Ballantyne:

We wish to address issues raised by citizens concerned about the impact of the bridges project on West Louisville.

We agree that any major transportation improvement should be viewed as part of a larger regional network that improves access and economic development potential for *all* parts of the region. The two-bridge scenario, including a complete redesign of Spaghetti Junction with a parallel I-65 bridge, does just that.

West Louisville has significant advantages as a site for business development because of its transportation access, according to a recent study by the nationally respected Initiative for a Competitive Inner City. The lifeline of goods, people, and services flowing through I-64, I-65, and I-265 to West Louisville is Spaghetti Junction. If current traffic congestion and safety problems in this area continue to worsen over the next decade without relief from an improved Spaghetti Junction and a parallel I-65 bridge, the threats to redevelopment in West Louisville will be severe.

A parallel I-65 downtown bridge with a rebuilt Spaghetti Junction, coupled with an eastern county bridge, will provide the best long-term benefits for the entire region – including West Louisville – in improved traffic flow and access, reduced air pollution, and decreased travel time.

The long term solution to the Spaghetti Junction problem, when combined with public policies that encourage and direct revitalization of inner-city areas, will have a far greater impact on West Louisville than an upstream bridge or the threat of suburban development. Happily, the recent and current history of development in Louisville suggests that these revitalization policies continue to be a priority.



West Louisville has seen an entire new neighborhood of market-rate, mixed-income housing developed in the Park DuValle area, new upper-income homes in Fontaine Estates along the river, and dozens of new and renovated homes in the Russell area – to mention a few New and renovated housing in Smoketown, Broadway, and the medical center areas east of downtown Louisville has stabilized neighborhoods and attracted residents and workers, as have new apartment and condo developments in the Main Street area

The publicly-supported Louisville Community Development Bank and Nia Center in West Louisville have for the last decade helped develop new business enterprises in the urban core, with services ranging from financial aid to business incubators. Government incentives have helped bring retail shopping to areas long starved for such services along West Broadway and in Parkland, as two examples. The Transit Authority of River City has developed a transit center to help connect West Louisville residents with jobs throughout the county

We support both an eastern and a downtown bridge, with improvements to Spaghetti Junction, in the firm belief that these improvements will benefit residents of the entire region

Sincerely,

Robert Lanum

Chairman

Regional Leadership

Coalition

Charles Garmon

Ch O Kom

Chairman

Southern Indiana

Chamber of Commerce

Kelly Downard Chairman

Onairman Downtown

Development Corp

Keely Souvered

Michael Harreld

Chairman Greater

Louisville Inc

DEIS - Comments Ohio River Bridges Coalition

Last Name	First Name	Type Comment	Association
Downard	Kelly	Letter	Ohio River Bridges Coalition
Garmon	Charles	Letter	Ohio River Bridges Coalition
Harreld	Michael	Letter	Ohio River Bridges Coalition
Lanum	Robert	Letter	Ohio River Bridges Coalition

5104 Forest Grove Place ~ Prospect, Kentucky 40059 Fax 502-228-5852 ~ Home Phone 502-228-5153 ~ Email charlie-sell@home-com

February 20, 2002

Mr. John Ballantyne

Federal Highway Administration John C. Watts Federal Building 330 W. Broadway Frankfort, Kentucky 40601-1922

Dear Mr. Ballantyne;

I am enclosing a copy of a document that was sent to John Clement in July of last year. I ask that this document be made part of the official DEIS response program.

This document was signed by 250 residents of Bridgepointe subdivision located in Prospect. It clearly outlines our feelings about solving the downtown traffic problems first and the need for an Eastern Bridge. It also raises issues of concerns that will have a significant detrimental impacts, sufficient to constitute an inverse condemnation of our property. (traffic on already dangerous US 42 at Bridgepointe, any full diamond or cloverleaf interchange bringing more traffic on to US 42, traffic sound and noise increases, blasting and vibration from construction, and hazardous materials transported close to our residences)

Thank you for your help in adding this to the public response program.

Sincerely,

Charles M. Sell

President of bridgepointe Homeowners Association

RECEIVED FEB 2 2 2002	
TO	
HDA	
ADA	
HFA	
HPD	
HPE	
	Carr – KYTC Raymer – CTS



July 21, 2001

P.O. Box 781 • Prospect, Kentucky 40059

Mr. John Clements, P.E.
Project Manager - Ohio River Bridges Project
Community Transportation Solution (CTS)
10000 Shelbyville Road, Suite 110
Louisville, KY 40223

via U.S. Certified Mail

Dear Mr. Clements:

The community of Bridgepointe in Prospect, Kentucky is a Federally designated Section 106 Consulting Party and is located at the intersection of the Snyder Freeway (*Route 841*) and Route 42 (*map attached*). Accordingly, Bridgepointe faces extreme jeopardy from direct construction impacts of the approximate \$1 Billion Ohio River Bridges Project if a bridge is built in Eastern Jefferson County, Kentucky along proposed Alignments A13, A15, or A16.

We the 250 undersigned residents of Bridgepointe, are concerned that CTS may recommend building an Ohio River bridge in Eastern Jefferson County, Kentucky without solving the critical Downtown Louisville traffic problem. Although much has been written and said about this proposal, we have not received a clearly written analysis, supported by a reliable origin and destination traffic study which demonstrates that spending up to \$500 million for an Eastern Bridge is warranted. In fact, we understand that all studies to date have unanimously concluded the significant traffic problem in Downtown Louisville can only be solved by building a Downtown Bridge and reconstructing related access ramps. We also believe Region V of the US Environmental Protection Agency ("EPA") concluded that preliminary study information which it received did not justify an Eastern Bridge. Accordingly, we would appreciate receiving a concise written summary of any factually supported growth assumptions and traffic studies which you believe clearly demonstrate the benefits of an Eastern Bridge will exceed the potential \$500 million taxpayer cost.

We believe the present case for an Eastern Bridge is far from compelling and we look forward to receiving your report. However, since proposed "build" alternatives could substantially degrade and endanger our neighborhood - we are compelled to describe key direct construction impacts threatening Bridgepointe. We recognize that until the formal Community Impact Assessment is prepared, we cannot determine whether this list is complete. Without stipulating the adequacy of restitution or recovery, we have described certain basic mitigation actions we believe are necessary regarding proposed Alignments A13, A15, and A16. We also hereby request a written response regarding mitigation of these construction impacts. Unless fully mitigated, we believe each of the following five items will have significant detrimental impacts, sufficient to constitute an inverse condemnation of our property.

1. SIGNIFICANT DANGER INDUCED AT THE BRIDGEPOINTE SUBDIVISION ENTRANCE

The entrance to Bridgepointe at Route 42 is currently extremely dangerous, particularly for traffic exiting the community by turning south onto Route 42 and for traffic entering the community while turning left when approaching from the north. Accordingly, the Jefferson County Public Schools have prohibited buses from using Bridgepointe's entrance. Additional traffic induced by the immediately adjacent Alignments A13, A15, or A16 would create an unacceptable level of danger. This danger will certainly include a significant volume of additional erratic U-turns (by automobiles and tractor trailers) at the Bridgepointe entrance. If you have any reliable facts indicating that significant additional induced traffic danger will not occur (adjacent to a potential new 1-way interstate interchange), we respectfully request a clearly and concisely written report as soon as possible.

MITIGATION ACTIONS: We believe it is critical that the limits of construction for Alignments A13, A15, and A16 be expanded to improve Route 42 at the Bridgepointe entrance by: grading the slight rise in Route 42 (south of Bridgepointe) flat to improve line of sight, widening the roadway in front of Bridgepointe to accommodate a turn lane, and installing a traffic signal at the Bridgepointe entrance.

2. SOUND WALLS REQUIRED ALONG APPROACHES TO TUNNELS AT ROUTE 42

Six lanes of high speed interstate traffic are proposed to pass along and into Bridgepointe, leading to an approximate one-third mile tunnel under Route 42 (Alignments A13 & A15). This roadway is currently two lanes of local traffic - mostly residential with very little truck traffic. The proposed alignments, which cut directly into Bridgepointe, would eliminate much of the existing roadside berm, extensive sound deadening vegetation, and existing private sound barriers. The proposed six lanes of high-speed interstate traffic will certainly generate vastly increased noise levels, which will be heavily amplified with the "megaphone" effect of the tunnel. This noise will certainly reflect off of the south wall of the proposed I-265 "trench" into Bridgepointe, significant noise will "spill over" the North wall of the I-265 "trench" into Bridgepointe, and additional noise on Route 42 will impact Bridgepointe. These patterns will vastly increase the decibel level within the Bridgepointe Community and significantly degrade property values.

MITIGATION ACTIONS: A concrete sound wall extending approximately 800 yards from the Route 42 tunnel must be constructed along Bridgepointe's southern border and, Bridgepointe's western border along Route 42 must also be protected. Such sound walls should be of sufficient height to deflect noise above all dwelling elevations in Bridgepointe and

safely permit full recreational use of private property bordering such walls. In addition, such walls should be constructed of maximum sound absorbing material, be conducive to blending with the natural surroundings by supporting the growth of ivy or other plant materials, and be extensively shielded with trees and other plantings so as to maintain the long-standing natural appearance of private property in this location.

3. PROPOSED INTERCHANGE "E16B" IS NOT VIABLE

The proposed E16B (2-way, full diamond) interchange for Alignments A13 and A15 introduces six lanes of traffic at the "back gate" of Bridgepointe onto a very narrow two-lane section of Wolf Pen Branch Road. This design strongly encourages north-bound exiting interstate traffic to "cut through" Bridgepointe's narrow residential streets. Despite proposed widening of Wolf Pen Branch Road to 6 lanes, the surrounding roadways will certainly receive major increases in traffic, including significant tractor-trailer traffic. Among others, the following roadways cannot safely or adequately support this traffic: all streets in Bridgepointe, all sections of Wolf Pen Branch Road which are not widen to six lanes, Springdale Road, Barbour Lane, all streets in Green Springs, many streets in Wolf Creek and Route 42. Further, any attempt to introduce this volume of traffic from a two-way interstate interchange will significantly degrade property values.

MITIGATION ACTIONS: We believe it is clear that Alignments A13 and A15 can only support a <u>one-way</u> interchange, and accordingly the two-way <u>E16B interchange proposal</u> should be <u>eliminated</u>.

4. BLASTING, CONSTRUCTION & OTHER VIBRATION IMPACTS

Continuous blasting, ripping, cutting and ramming for up to three years may be required to construct Alignment A13 or A15. This work would be required to remove more than a mile of solid rock (six lanes wide with depths up to 50 feet) along Bridgepointe's entire southern border and, to construct a \$50 million one-third mile tunnel under Route 42 & westward to protect the Drumanard property (which was recently purchased by a private individual). This blasting, ripping, cutting and ramming will have a significant detrimental impact on Bridgepointe residents during this entire three year period. Such impacts may include structural damage to homes (both concealed and unconcealed); continuous rock dust and dirt contaminating windows, automobiles, out-door furniture, air conditioners, plants, etc.; agitation and physical harm to pets, and disruption of outdoor activity for children and quiet enjoyment of property by homeowners. In addition, roadbed vibration and resultant damage from heavy traffic would continue indefinitely. A senior CTS engineer also indicated the

existing Route 841 / Snyder Freeway could likely be closed between Route 42 and I-71 during this entire three year construction period. This could have a significant adverse impact on traffic in Eastern Jefferson and Oldham counties.

<u>MITIGATION ACTIONS</u>: The damage inflicted on Bridgepointe residents as described above <u>will require significant compensatory payments</u>. Accordingly, we hereby request a written proposal outlining a fair and reasonable method for computing such payments. In addition, we request a written proposal for adequately handling traffic (during the construction period) that currently uses Route 841 between Route 42 and I-71.

5. HAZARDOUS MATERIAL DANGER

Construction of Alignment A13 or A15 could introduce significant volumes of hazardous material traveling at high speeds in extremely close proximity to homes in Bridgepointe. Further, constructing a tunnel under Route 42 significantly increases the danger of hazardous spills and explosions due to the proximity of concrete tunnel face abutments and restricted mobility within the tunnels. As you know, the Federal Highway Administration publication at:

http://www.fhwa.dot.gov////bridge/prevent1.htm

graphically describes the significant dangers of tunnel explosions and concludes that "explosive or potentially explosive materials should not under any circumstances be allowed transit through highway tunnels".

MITIGATION ACTIONS: To avoid the danger of hazardous material spills and explosions in a residential neighborhood, hazardous material should be prohibited in the proposed tunnel along the Eastern Bridge route. The strictest possible speed and safety enforcement actions should also be implemented along the approaches to the tunnels. These should include adequate advance warning signs and constant (24x7), fully automated speed violation detection ("photo-radar") with automatic issuance of citations by mail. Proceeds from citations should be payable to the City of Prospect.

We respectfully request a certified letter detailing the information requested above including:

- any information you have which in any way disputes or disagrees with the need for the MITIGATION ACTIONS described above, and
- any valid traffic studies which specifically justify building an Eastern Bridge.

Thank you very much for your assistance and please provide the requested information to Mr. Charles Sell, President - Bridgepointe Homeowners Association, P.O. Box 781, Prospect, KY 40059. Please contact Mr. Sell at 502-228-5153 (or charlie.sell@hygiene.sca.se if you have any questions or would like any additional information.

Mr. John Clements July 21, 2001 Page 5

Sincerely,

BRIDGEPOINTE HOMEOWNERS ASSOCIATION, BOARD MEMBERS

Charles Sell, President

Charles Sell, President

Bruce Ballert

Bruce Ballert

Bev Cresbaugh

Bev Cresbaugh

Theresa Glye

Theresa Glye

Jim Halvatgis

January Sander

Theresa Glye

T

ATTACHMENTS:

- ♦ MAP OF EXPECTED A13/A15 EASTERN BRIDGE ROUTE
- ♦ SIGNATURES OF 250 BRIDGEPOINTE RESIDENTS
- c: <u>Kentucky Executive Administration</u>: Paul Patton, Steve Henry, James C. Codell III, William Monhollon; <u>Kentucky Legislature</u>: Hubert Collins, Julie Rose Denton, Bob DeWeese, Jeff Hoover, David Karem, Dan Kelly, Harry Moberly Jr., Virgil Moore, Jody Richards, Richie Sanders Jr., Gregory Stumbo, David Williams; <u>US Legislature</u>: Jim Bunning, Fritz Hollings, Mitch McConnell, Patty Murray, Bob Ney, Anne Northup, Tom Petri, Hal Rogers; <u>US Executive Administration</u>: Norman Mineta (DOT), John Baxter (FHWA), Edward Kussy (FHWA), Heinz Mueller (EPA), Vincent Schimmoller (FHWA), Jose Sepulveda (FHWA), Ken Westlake (EPA); <u>Local Administration</u>: Mark Adams, David Armstrong, Lonnie Falk, Rebecca Jackson; <u>CTS</u>: Tim Hagerty; Kay Stewart; www.bpointe.com

OHIO RIVER BRIDGES PROJECT

AFFIRMING REQUEST FOR INFORMATION CONCERNING

- ♦ JUSTIFICATION FOR AN EASTERN JEFFERSON COUNTY BRIDGE, and
 - ♦ MITIGATION OF DIRECT CONSTRUCTION IMPACTS LETTER TO MR JOHN A CLEMENTS - JULY 21, 2001

Signature	printed name & address
1000	7004 New Bern co
1 Deffici Faurence	Prospect, Ly. 40059
2 42 -	Debbie A Lauwrence
2 Kerg Lewree	7004 NEW BERNCT
3 Melissa a Cahee	Debbie A Ladwrence Debbie A Ladwrence 7004 NEW BERNCT 510301de Welkwy Pospect KY 4009
tell	5/03 Old = Creek Way prospect, Ky 4057 7102 Code Pointe Pt.
	7102 Code Pointe Pt.
5 Huy Tack	NORBERT E PAULIN JR
1 1	
6 Mulit & Paul	5304 OLDE CREEK WAY
7 James Halenting	JAMES N. HALVATGIS
Jenne (Barrengs	G914 BRIDGEPOINTE BLUD
1 0 0 0 5 1	5116 Forest Grove Place
8 Carolyn Swetach	Prospect, KY 40059
9 Theresa VIlye	7011 BREAKWATER PL.
Theresa Harrye	PROSPECT, KY 40059
10 David W Glye	THERESA GLYE DAVID W GLYE
	James C. Shireliff
11 James C Shircliff	5100 olde Creek way
	Kenneth E. Lenz
12 Elunect &	7001 BRIBEFOINTE BLVD
13 & Suldon Linson	G. ShelDON LINSER
14 Charles H. Flewart	CHARLES H. Stewart, Jr. 7108 COUR Parale PIACE
15 Bruce Olling	BRUCE OLLIGES 7002 BRINGEPOINTE BLUD
	1-02/32/10/2019

OHIO RIVER BRIDGES PROJECT

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Page 2 of 17

	Signature	printed name & address
16	Kristine Larson	7103 olde Oak Court
-		Kristine Larson
17	Ingul K. Laroon	Ingrid Larson 7103 Olde Oak Court
		Thomas S. DAVIES
18	Thomas S. Javres	5/10 Forest Grove Court
19	Will A My	WILLIAM HYMES
	171111111111111111111111111111111111111	7307 6NHND 156E WAY
20	Cour Stynhols,	noig Breakwater Place
	10 1111	VICTOR Shpilbera
21	Rohung	2019 Breakwater Dr.
	M = 1 = 1 = 1	7104 010 64 Coth
22	Muin & Ballet	Prospect KY 40057
23	Bun Z Ballett	7104 OLDE DAK CT
	Jan Start	7003 New Bern a
24	Lin for Admin	Prospect KY 40059
25	hon Geo	Fragect, Ky 40059
		2000 New Bean Court
26	19 Bushad MA	Bob Burckardt
0.5	1	7000 New Bern Ct.
27	Pobet Burchard	Robert Burckardt
28	Mar latto	Grego Spieltera 5109 Olde Creek Way
29	Mining-Sell	WINNIE SELL GEORE PL.
30	Il Jedwin, Jr.	Grouge H. Boldsmith, Jr. 7003 New Bern Ch Prospector 40059

OHIO RIVER BRIDGES PROJECT

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Page <u>3</u> of <u>17</u>

	Signature 1	printed name & address
31	Edward n. House	SLOI OLDE CREEKWAY
32	Elizabeth E. House	Elizabeth E House 5101 Olde Creek Way
33	David & Matt	Dovid Elliott 4805 Olde Creek Way
34	Brenda Elliott	Brenda Elliott 4905 Olde Creek Way 40059
		BEHROOZ JALAYER Trene E. Smith
36	trenst. Smith	Trene E. Smith 4915 Olde Creek Way KERRYM. HARV
1	I Matthe	7306 Grand Isle Lay
38	P. L. Hyatt	Philip L. Hyatt 6903 Bridgepointe Blvd.
39	Joege Degatt	6903 Bridgepeite Blue.
40_		7206 Wyndetair Couri
41	GiraPerry	GINA PERRY 7310 Grand Isleway
		Larry W Perry 73:0 Grand Isle Way Elizabeth S. Golpsmith
43	August L. Hyrin	7063 NEW BERN CT.
44	I lille M. Halvilage	EDITH M. HALVATG'S 6914 BRIDGEPOINTE BLUD
45	Shirley Huelsman	TOID BRIDGE POINTE BV.

OHIO RIVER BRIDGES PROJECT

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Page 4 of 17

	Signature	printed name & address	
46	Dryw	Jerry + Jenny Yu 7100 olde Oak Ct.	
47	Fing Jum 2hy	ν ν	
48	Swan M'Conty	Susan McConkey 1101 Olde Oak Ct	
49	Dele of Corker	11 /1 //	
50	XX Sahr	5113 olde Creek way	
51	Evalyn M. Grossm	5113 01 PZ CREK WAY	
52	Brent Harberle	BRENT HAEBERLE 5203 OLDE CREEK WAY	
53	Joan Harbel	JOAN HAEBERLE 5203 OLDE CREEK WAY	
54	Roland Lichanan	MARTIN ROLAND HUELS. 7010 BRITGETONTE BL	D.
55	Any Gull	Amy Gilbert 7305 Gran Prospect 4009	d Isle Win
56	Lence Miss	tance Gilbert 7305 Gr. Isle Way 400	
57	J-11-1-1	JAMES HIKEN, -D 7109 Core Pointe PLACE	
58	Rossellen Gossel	Kathleen Gosser 4911 Olde Creek Way	
59	Ruhud Volema	RICHARD A. VOLLMER 7103 Cour Pointe Place	
60	Sum Hibe	7:09 CONE POWER PLACE	

OHIO RIVER BRIDGES PROJECT

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Page <u>5</u> of <u>17</u>

Signature	printed name & address
61 0 0 102	DOWALD L GOSSER
61 Smild 2 Sagar	4911 OLDE CREEK WAY
62 7	BARBARA A. VOLLINER
62 Barbara a Valloner	7103 LOVE POINTE PL
63	Dennis retroskey
63 Dennis Cotroskey	7106 Olde Oak Ct.
64 Culterne Human	Bill Johannes
mu come grame	7309 GRAND ISLE Way
65 anne letroken D.P.	7106 Olde Oak Ct.
	Anné letroskey
(66) GATURING SEE #	1509 grandstile
W (V)	Betty BERNARD
67 Selle Armond	7017 BrEAKWATERA,
grey growing	7017 BrEAKWATER PL.
68 Herry Samuerd	GARRY BERNARD
	5112 Forest Grove Ct
69 T/N //////	Edgar D-VAughn
a die	5712 Forest Grove Ch
70 Nous & Varglin	Doris Jo Vaugha
- Maria	5715 Forest Grove Place
71 John Mushall	Jane Marshall
72 Beil Merstall	5715 Forest brove Place
72 BUL Mushall	Bill Marshell
73 Canem Marshace	5115 Forest Grave Place
	Cameron Massill
74 LOS MARKS 1	no15 Break water PA
75 / VAN MARKS	7015 Breakwater PI-
13/LVHN/11/HVL	

OHIO RIVER BRIDGES PROJECT

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Signature	printed name & address
76 mms	DALE S. HORNE 6913 BRIDGE POINTE BLYD PROSPECT, KY 40059
77 J- Michael Bloom	J Michael BROWN 7014 BREAKWARER PL PROSPECT KY 40059
78 Maria Macken	MARIA MACKEY 5000 OLDE CREEK WAY PROSPECT, KY 40059
79 Don Mackey	DON MACKEY 5000 OLDE CREEK WAY PROSPECT, KY 40059
80 Geth A. Bransh	SIIS FOREST GROWE PLACE
81 Sandra a Linser	SANDRA A LINSER 1204 Leafland Place PROSPECT, Ky. 40059
82 Dale Home	RACHEL HORNE 10013 Brudge Romet Place Prospers, 144 40059
83 Dail Co Hung	Dinah C. Huang 7/00 Cove Points Place Drospect KY 46059
84 WF. Auency	Wei-Feng Huang 7100 Cove Pointe Place prospect KY 40059
85 Sharon Prince	512/ For Est Grove Place Sharow Prince Prospect, Ky 40059
86 Robert Prince)	ROBERT PRINCE AS ABOVE
87 A Willy	6909 BRIDGEPOINTEBLYD SPENCER WILDMAN
88 Jen Illa	16909 BRIDGEPOINTEBLID JANGE WILDMAN
89	6902 Broggo, TR Blud. michael R-STRAKA
90 Sharen On Strate	6902 Bridgepointe Blod. Sharon M STRAKA

SIGNATURES OF BRIDGEPOINTE RESIDENTS OHIO RIVER BRIDGES PROJECT

AFFIRMING REQUEST FOR INFORMATION CONCERNING

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	Signature	printed name & address
		Carol W Penner
91	Caul D Penny	7211 Leafland Place
		7211 Leafland Place DANIEZ B. PENNER
92	Warrel B. Passen	7211 Leafland Place.
1		TERRY HOLLOWAY
93	Very Howy	6908 BRIDGEPOINTE FEND
	Caroline Sue Holloway	CAROLINE S HOLLOWAY
		51m WILLSON
95	Fin fixour	Jim WILLSON STONE Ph,
		7205 Leafland Pl
96	C'flus Dwads	CHRIS DEVADAS.
97	Jall: Dub	7205 LEAFLAND PL
	Jami Dub	SAVI DEVADAS Shahla Jalayer
98	Storly Just	7008 Breakwater Pl
		SOO FOREST GROVE PL
99	Myonmatte Wilson	220,752,752
1	٧ .	Hank Harrison
100	Hank Harrison	5102 Forest Grove Place. DONNA OLLIGES
101	Ω = Ω	
101	Dona Olliges	7002 BRIDGEPOINTE
102	Dark Straws DON GOLDE	4913 OLDE CREEK WAY
-	1	LISA OWEN
103	Usa B. Owen	7009 NEW BEEN CT
	,	Debra Fredman
104	Dobra Friedman (mcs)	7018 Breakwater Pl-
		Alan Friedman
105	Alan Friedman (mcs)	7018 Breakwater Bl-

OHIO RIVER BRIDGES PROJECT

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Page 8 of 17

Signature	printed name & address
106 Dennis Stran	Dennis S-Gray 4000g 7203 Leafland Place
107 Anda Hart	Linda T Hart 7306 Gard Isle Way
108 mayer Smith	5205 Olde Creek Way
109 Daniel P. Kelley	Daniel P. Kelley Typs olde Cheek Ury Prospect Ky 40057
110 Julie W. Stewart	JULIE W. STEWART 1608 COVE POINTE PL. PROSPECT, KY.40059
111 Beneely / Crestry	Beverly H tresburgs 6005 Olde Creek Way Prospect Ky 40059
112 Rebert Clesking	Same
113 Robert Zackson	ROBERT SACKSON SIJY FOREST CLOUE PLC PROSPECT ICY 40059
114 Janet M Jackson	Franct M Jackson 5114 Forest Grove Place Prospect KY 40059
115 Stoppen Isolaller	STEPHEN S SCHALLER 5305 OLDE CAEBK WAY 40059
116 Gina Schaller	GINA R SCHALLER 5305 OLDE CREEK WAY
117 Showi Zanio	Sherrie W. Zamo 7013 Breakwith Mace 40059
118 Russ Farm July	Russ Zaino 7013 Breakwaten Place 40059
119 Du Kein	DAN HEINS 5107 DIRECTER Way 40059
120 Kim Hem's	KIM HEINS 5107 Olde Creik Way 40059

OHIO RIVER BRIDGES PROJECT

AFFIRMING REQUEST FOR INFORMATION CONCERNING

- ♦ JUSTIFICATION FOR AN EASTERN JEFFERSON COUNTY BRIDGE, and
 - **♦ MITIGATION OF DIRECT CONSTRUCTION IMPACTS** LETTER TO MR JOHN A CLEMENTS - JULY 21, 2001

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	Signature	printed name & address	
121	Malladuhie	MEL UNDERHILL SOOB OLDE CREEKWAY	
122	Helm X. Uncludel	Helen Underhill 5008 CHE Creek Was	
123	Margare & D Hazard	5008 ONE Creek War Mangaret D Hazan & f 5008 ONE Creek Way	
124	ann S. Gay	Anne 5. Young 7201 Wyndefair Ct.	
125	Glenn & yound	Glenn E. Young	
126	Jake Mey	John cmeyer 7102 ocospet	
127	Donner a Meyer	PULL OLDE OAK CT.	
128	Barbara M. albert	Barbara Albert 4030/de Creek Way	
129	Jhn 1. albert	John N. Albert 4903 Olde Creek Way	
130	Jan S. Hersch	Jane G. Hersch 7004 Bridgepointe Blod	Prospect
131	Herry Hersel	George Y- Hersch 7004 Bridgeponte Blod.	
132	Claud Thomas	Chad Thomas 7212 Leafland Pl.	
133	Dans	JOE FRENCH 7104 cove Pointe Pl	
134	Shist Gartenex	Thelisa Gautreaux 7104 Cove Point Place	
135	hun Brussell	7307 GERND LEGS	-

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	Signature	printed name & address
136	Eileen montgomery	Eileer Montgomery 5303 Olde Creek Way
137	Jane J- Brain	2014 Breakwake Place
138	Michael a. Brown JB	2014 Breakwater Place
139	Jagi Ravies	5110 Forest Grove Ct.
140	Asserta Smith	5205 Olde Creek way
141	Jim Lawell	SIZZ FOREST GROVE PZ
142	aya Camelle	5122 Forest Greve M
143	Catchen albert	4903 Olde Creek Way
144	Jennyand. New comer	7209 Lentland Place
145	Juty Mowcom	7209 Leaffend Place
146(Dan Holeedager	7016 BREAKWATER PL
147	Fairein M. Hazendorfer	7016 Breakwater Jo.
148	1-11	1203 WYOFFAIL CT.
149	Valenie Linner	
150	Pennyl. Deatuck	Penny C. Deatrick 7200 Mindefair Ct

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Signature	printed name & address
	David R Deatrick
151 Maria & Neatrick (PCD)	7200 Wyndefair Ct
152 200 11 9	THO CORE POINTE PLACE
Jelly Marley	THOMAS W. FARLEY
153 9 / ng	7110 Core Pointe Place
	JUSTIN L MOULTON
154 Justin Lamondon	7110 COYE P+ AL.
155	David A. King 5111. Olde Creek Way
156 De Mass House	DaMaris King Sin Olde Cark Was
157 & benned	TUIT Breglette for Place
158 Thom Dut	7311 GRAND FILE LAY
159 Gili L. Larhen	J311 GRAND ISLE WAY
160 Healy ST M. D.	FIMBERLY S. YUNKUNY \$302 OLDE CREEK WAY
Theretage specifics	11 459
161 Jeffrey a Yunkin	
162 Mary Matt Sural	7309 Stago Listella
163 Marie Millin	GRID Bridge Domits Blood
164 Jendy Mille	6900 Bridge as ite Blvd
165 Hand Dong wilder	EHEN FOSSE CE CACHAE SWARTZE
accord to	Olde Creekway
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	1 Signature	printed name & gddress
166	Jack & Sunhay	JACK D. BUSKEY 5306 OLDE CREEK WAY
167	Ellen J. Bushy JOB.	SAME
168	Kelluff Duggins	Kelly H Duggins 7005 New Bern Court
169	Dera Hymes	Dena Hymes 7304 Grand Isle Way
170	Ale Marchel	14.A. MARSHACE UNG 2003 BREAKENTER PC
171	Janha & Marsall	SANDEA L MARSHALL 2003 BRENKWATER
172	Daniez	DANTO L. DUGGINS 7005 NEW BERH ET PROSPECT, Ky 40059
173X	Dana a Muds	Donn see # 127
173)	Dona a maga	(2)
173) 174	Eng l. With	5116 FOREST GROVE PL
173) 174 175	En l. Webst	5116 FOREST GROVE PL ERIC A. WETSCH Susan Duncan
		5116 FOREST GROVE PL ERIC A. WETSCH Susan Duncan 4901 Olde Crede Way Bros Duncan
175	Eight. With the	5116 FOREST GROVE PL ERIC A. WETSCH Susan Duncan 4901 Olde Crede Way BROS DUNCON 4901 Ocos Creax Way Leon Thomas
175	Eight. With the	5116 FOREST GROVE PL ERIC A. WETSCH Susan Duncan 4901 Olde Crede Way Bass Duncon 4901 Ocos Creax Way Leon Thomas 7212 Leafland Place 7001 BRIDGE POINTE BIVD.
175 176 177	Eight. With the	5116 FOREST GROVE PL ERIC A. WETSCH Susan Duncan 4901 Olde Crede Way BROS DUNCON 4901 Ocos Creax Way Leon Thomas 7212 Leafland Place

OHIO RIVER BRIDGES PROJECT

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	Signature	printed name & address
181	Denise McClinton	Grospect Ky
182	DSMQ QI	4900 olde Creek Way
183	arlore Lhules	7308 Frand Dol
184	Charles Schules	7308 Frand Asl
185	Nam & Sugal	Sara L. Seyal 7002 New Bern Ct Prospect
186	M Saleen Seyal	mSaleemSeyal 7002 New Berner Prospect 40059
187	bernadette Dues	511) Loust Grave Place Pruspect 40059 5001 Olde Creek Way
188	Dalrina Lahmar	Prospect yourg
189	Stradum.	Prospert by 4005
190	Danil L. Day	Prospect 40059
191	Haren Maulin	KAREN M Paulin 5304 olde Creek way
192	Patrice Slevers	Prospect Ky 40059 Patrice Stevens 7010 Breakwater Pl Prospect, Ky 40059
193	Sary Theren	Gary Stevens 2010 Breakwater Prospect, Ky. 40059
194	Steplen K. Wood	Stephen R. Wood 7107 COVE POINTE PROSPECT KY 40059
195	Mona R. Wood	MOVA K. WOOD 7107 COVE POINTE BL. ROSOECT, KY GUOSO

OHIO RIVER BRIDGES PROJECT

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		1480 11 0) 17
	// Signature	printed name & address
196	La Oven	Sean Owens 6905 Bridge pointe Blvd Prospect KY 40059
197	Brigitte Over	Brigitte Owens 6905 Bridgepointe Blvd Prospect KY 40059
198	Bweily Shucht	Frospect by 40059
199	Dlana & nemic	DIANA NEMERC 7001 NEW BERN CT
200	BA L. Merrec	But C. Nemec 7001 New Bon (+
201	Rich Kright	1. R. KREZEL SZUL OLDE (REEK BAROMAA KIKEL
202	Boseban Karhel	5201 Oloc (reek
203	Minh Dest	Prospect K Y4013
204	Well aunto	i'c //
205	Har fort	1200 BREDANTER PI PROSPECT KY 40-59
206	Delvah Laucia	" "
207	Roland Crucas	Prospect 1 by yous
208	Scoret ourer	Prospect K1 40059
209	Enina Horizal	7101 Cove Points Pl.
تر 210		Prospert Ky 40159 7101 Cove Pointe p. Prospect Ky 40059
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211. L. Marson Toos Bridge pointe Bird. 212. Marson Toos Bridge pointe Bird. 213. Carel C. Warner Gard Carol C. Warner Gold Bridgepointe Bird. 214. Dank K. Warner Gold Bridgepointe Bird. 215. Marson Gold Oppenheum Gold Oppenheum Stop Fourt Corre 216. Gal Oppenheum Gold Oppenheum Stop Fourt Corre 217. Nancy W. Sandel Nancy W. Sander Rraspect, 7303 Grand Tole Cara Kyro Brunk Corre 218. January C. Carter 5108 Old Creek Warner Grow Brunk Corre Stop Stop Stop Stop Stop Stop Stop Stop		Signature	printed name & address
NORMA I. MARIANO 212 Manual 213 Carel C. Warner Carol C Warner Gall Britageointe Blvd 214 Dan K. Warner Carol C Warner Gall Britageointe Blvd 215 Mark Opperheum Stop Fourt Corre 216 Gil Opperheum Stop Fourt Corre 217 Nancy W Sandel Nancy W Sandel Registrate Corre 218 Carel Carter 5108 Old Creek Warn 220 Charles E Carter 5108 Old Creek Warn 221. Ainta Pass 5117 Jored Grove Pl. 223. Bullic Chich 519 Fourt Crone Pl 224. Perny Chich 519 Fourt Crone Pl 235. ideal Chick 519 Fourt Crone Pl 236. ideal Chick 519 Fourt Crone Pl 237. Perny Chick 519 Fourt Crone Pl 238. ideal Chick 519 Fourt Crone Pl 238. ideal Chick 519 Fourt Crone Pl 239. ideal Chick 519 Fourt Crone Pl 239. ideal Chick 519 Fourt Crone Pl 230. ideal Chick 519 Fourt Crone Pl 237. ideal Chick 519 Fourt Crone Pl 238. ideal Chick 519 Fourt Crone Pl	211	L. Marson	1 - 1
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213 Carol C. Warner 214 San & Khamer 215 Dend K Harner 6710 B. Lapont Blod Nart opportund 5109 Forest Gare 216 Price Opportund 3109 Forest Gare 217 Mancy W Sander 218 Price Sand Steeper Frompect, 7303 Grand I sole Cary Kyyross 218 Price Sand Steeper J. K. Way 219. Brund C. Carter 5108 Olde Creek Warn 220. Charles E. Carter 5108 Olde Creek Warn 221. Ainta Papo 5117 Joued Grove Pl. 223. Bobbie Chich 5119 Forest Grove Pl 224. Peny Chich 5119 Forest Grove Pl 225. Jellie Chich 5119 Forest Grove Pl 225. Jellie Chich 5119 Forest Grove Pl 226. 1997 Broke K	012.	Mounage	
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	Signature	printed name & address
227	Bl. Hournd	Bernedik Elkenry Harry
228	HAVI Jany	1904 Bridge stint 600
229.	(A)-Appropries	7202 Leafland Pl 40059
230.	FernAnd Walf	Fexestich MAGUARY 7202 LEAFLAND PL 40059
231.	Diane Brown	Pianne Brown Taoa Wyndefair Ct
230.		J. Gregory Brown 7202 Wynaufair Ct
233,0	De 2 1	Lan Grander CT.
234.	Mas Whelfaller	1204 ynlefan Ch
235.	Charleen Whitfield	9-00 10 11
236.	angel Whitfield	a is it
237.	Wn Egstein	7307 Grand Iste way
238	Linda Epsteri	7307 Grand Isle Way
239. 240.	Momaden 11	5308 OHe Creek War
241.	Mulls till	2207 Leaffard Pl.
२५२.	Levald on Larson	7103 Odde Oak Cf.

OHIO RIVER BRIDGES PROJECT

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	G	o		
	Signature	printed name & address 7207 Level		
243	Typa Schee	Lynn Schell		
244	. Ruth Wallace	RUTT WALLACE		
24	Danus of Well	Dominic A Walker		
240	Shile Wall	Sheila Walter		
24	Just O	6911 BRIDGERANTE BUD,		
245	Mey Heyrally	SIOG Forest grow		
240	Cynthia & Bk	7008 New Bern cl Prospect, KY 40059		
250	Harriet Harrison	HARRIET HERRISON 5104 FOREST GROVE PL		
251	Ross Batchela	ROSS BATCHELON 40099 6915 BRIDGE BIND		
250	Just J. Batchelae	LONE+ F. Bestchelor 6915 Bridgeprinte Blue Prospect	۷	
-66 -17		Prospect	4CO 59	
250	Total			
253	Mary Kay Parsley	MARY KAY PARSLEY TOIZ BREAKWATEK PL PROSPECT, KY. 40059		
254	archie E. Parely of	ARCHIE E PERSLEY, JR MOIZ BRECKWATER PL. PROSPECT, KY 40059		

DEIS - Comments Bridgepointe Neighborhood Assoc

Last Name	First Name	Type Comment	Association
	S	Letter	Bridgepointe Neighborhood Assoc
	Cynthia	Letter	Bridgepointe Neighborhood Assoc
	Н	Letter	Bridgepointe Neighborhood Assoc
	М	Letter	Bridgepointe Neighborhood Assoc
		Letter	Bridgepointe Neighborhood Assoc
		Letter	Bridgepointe Neighborhood Assoc
Α	Lynn	Letter	Bridgepointe Neighborhood Assoc
Albert	Barbara	Letter	Bridgepointe Neighborhood Assoc
Albert	John	Letter	Bridgepointe Neighborhood Assoc
Albert	Elizabeth	Letter	Bridgepointe Neighborhood Assoc
Albert	Carolyn	Letter	Bridgepointe Neighborhood Assoc
Bachelor	janet	Letter	Bridgepointe Neighborhood Assoc
Baker	G	Letter	Bridgepointe Neighborhood Assoc
Ballert	В	Letter	Bridgepointe Neighborhood Assoc
Ballert	Miriam	Letter	Bridgepointe Neighborhood Assoc
Batchelor	Ross	Letter	Bridgepointe Neighborhood Assoc
Benard	Larry	Letter	Bridgepointe Neighborhood Assoc
Bernard	Garry	Letter	Bridgepointe Neighborhood Assoc
Bernard	Betty	Letter	Bridgepointe Neighborhood Assoc
Bouchard	Larry	Letter	Bridgepointe Neighborhood Assoc
Bronskey	Betty	Letter	Bridgepointe Neighborhood Assoc
Brown	James	Letter	Bridgepointe Neighborhood Assoc
Brown	Gregory	Letter	Bridgepointe Neighborhood Assoc
Brown	Dianne	Letter	Bridgepointe Neighborhood Assoc
Brown	J	Letter	Bridgepointe Neighborhood Assoc
Brown	Michael	Letter	Bridgepointe Neighborhood Assoc
Bunskey	Ellen	Letter	Bridgepointe Neighborhood Assoc
Bunskey	Jack	Letter	Bridgepointe Neighborhood Assoc

Last Name	First Name	Type Comment	Association
Burckardt	Bob	Letter	Bridgepointe Neighborhood Assoc
Burckardt	Robert	Letter	Bridgepointe Neighborhood Assoc
Cahill	Melissa	Letter	Bridgepointe Neighborhood Assoc
Cahill	F	Letter	Bridgepointe Neighborhood Assoc
Carter	Charles	Letter	Bridgepointe Neighborhood Assoc
Carter	Brenda	Letter	Bridgepointe Neighborhood Assoc
Cassady	Michael	Letter	Bridgepointe Neighborhood Assoc
Chirch	Perry	Letter	Bridgepointe Neighborhood Assoc
Chirch	Bobbie	Letter	Bridgepointe Neighborhood Assoc
Cresbaugh	Beverly	Letter	Bridgepointe Neighborhood Assoc
Cresbaugh	Robert	Letter	Bridgepointe Neighborhood Assoc
Cruelas	Roland	Letter	Bridgepointe Neighborhood Assoc
Davies	Toni	Letter	Bridgepointe Neighborhood Assoc
Davis	Thomas	Letter	Bridgepointe Neighborhood Assoc
Deatrick	Penny	Letter	Bridgepointe Neighborhood Assoc
Deatrick	David	Letter	Bridgepointe Neighborhood Assoc
Devadas	Chris	Letter	Bridgepointe Neighborhood Assoc
Devadas	Saavi	Letter	Bridgepointe Neighborhood Assoc
Doug	David	Letter	Bridgepointe Neighborhood Assoc
Dues	Bernadette	Letter	Bridgepointe Neighborhood Assoc
Duggins	David	Letter	Bridgepointe Neighborhood Assoc
Duggins	Kelley	Letter	Bridgepointe Neighborhood Assoc
Duncan	Brad	Letter	Bridgepointe Neighborhood Assoc
Duncan	Susan	Letter	Bridgepointe Neighborhood Assoc
Elliott	David	Letter	Bridgepointe Nieghborhood Assoc
Epstein	William	Letter	Bridgepointe Neighborhood Assoc
Epstein	Linda	Letter	Bridgepointe Neighborhood Assoc
Farley	Thomas	Letter	Bridgepointe Neighborhood Assoc
Farley	Sally	Letter	Bridgepointe Neighborhood Assoc
Fredric	Louis	Letter	Bridgepointe Neighborhood Assoc

Last Name	First Name	Type Comment	Association
French	Joe	Letter	Bridgepointe Neighborhood Assoc
Friedman	Debra	Letter	Bridgepointe Neighborhood Assoc
Friedman	Alan	Letter	Bridgepointe Neighborhood Assoc
Garcia	Lynn	Letter	Bridgepointe Neighborhood Assoc
Garcia	G	Letter	Bridgepointe Neighborhood Assoc
Garcia	Deborah	Letter	Bridgepointe Neighborhood Assoc
Gautreaux	Shelsa	Letter	Bridgepointe Neighborhood Assoc
Ghazipour	Aziz	Letter	Bridgepointe Neighborhood Assoc
Gilbert	Lance	Letter	Bridgepointe Neighborhood Assoc
Gilbert	Amy	Letter	Bridgepointe Neighborhood Assoc
Glye	David	Letter	Bridgepointe Neighborhood Assoc
Glye	Theresa	Letter	Bridgepointe Neighborhood Assoc
Goldsmith	Elizabeth	Letter	Bridgepointe Neighborhood Assoc
Goldsmith	George	Letter	Bridgepointe Nieghborhood Assoc
Gossamore	Evolyn	Letter	Bridgepointe Neighborhood Assoc
Gosser	Kathleen	Letter	Bridgepointe Neighborhood Assoc
Gray	Dennis	Letter	Bridgepointe Neighborhood Assoc
Н	Norma	Letter	Bridgepointe Neighborhood Assoc
Н	Mike	Letter	Bridgepointe Neighborhood Assoc
Haeberle	Brent	Letter	Bridgepointe Neighborhood Assoc
Haeberle	Joan	Letter	Bridgepointe Neighborhood Assoc
Hafendorfer	Dan	Letter	Bridgepointe Neighborhood Assoc
Hafendorfer	Patricia	Letter	Bridgepointe Neighborhood Assoc
Haluatgis	Edith	Letter	Bridgepointe Neighborhood Assoc
haluntys	Sammual	Letter	Bridgepointe Neighborhood Assoc
Harrison	Harriet	Letter	Bridgepointe Neighborhood Assoc
Harrison	Hank	Letter	Bridgepointe Neighborhood Assoc
Hart	Kerry	Letter	Bridgepointe Neighborhood Assoc
Hart	Linda	Letter	Bridgepointe Neighborhood Assoc
Hazard	Margaret	Letter	Bridgepointe Neighborhood Assoc

Last Name	First Name	Type Comment	Association
Heins	Dan	Letter	Bridgepointe Neighborhood Assoc
Heins	Kim	Letter	Bridgepointe Neighborhood Assoc
Hersch	George	Letter	Bridgepointe Neighborhood Assoc
Hersch	Jane	Letter	Bridgepointe Neighborhood Assoc
Hiken	Susn	Letter	Bridgepointe Neighborhood Assoc
Hikens	James	Letter	Bridgepointe Neighborhood Assoc
Holloway	Terry	Letter	Bridgepointe Neighborhood Assoc
Holloway	Caroline	Letter	Bridgepointe Neighborhood Assoc
Horne	Dale	Letter	Bridgepointe Neighborhood Assoc
Horne	Rachel	Letter	Bridgepointe Neighborhood Assoc
House	Elizabeth	Letter	Bridgepointe Nieghborhood Assoc
House	Edward	Letter	Bridgepointe Neighborhood Assoc
Howard	Henry	Letter	Bridgepointe Neighborhood Assoc
Howard	Enne	Letter	Bridgepointe Neighborhood Assoc
Howard	Beverly	Letter	Bridgepointe Neighborhood Assoc
Huang	Wei-Feng	Letter	Bridgepointe Neighborhood Assoc
Huang	Dinah	Letter	Bridgepointe Neighborhood Assoc
Huelsman	Martin	Letter	Bridgepointe Neighborhood Assoc
Huelsman	Shirley	Letter	Bridgepointe Neighborhood Assoc
Hyatt	Joyce	Letter	Bridgepointe Neighborhood Assoc
Hyatt	Philip	Letter	Bridgepointe Neighborhood Assoc
Hymes	William	Letter	Bridgepointe Neighborhood Assoc
Hymes	Dena	Letter	Bridgepointe Neighborhood Assoc
Jackson	Janet	Letter	Bridgepointe Neighbofhood Assoc
Jackson	Robert	Letter	Bridgepointe Neighborhood Assoc
Jalayer	Behrooz	Letter	Bridgepointe Neighborhood Assoc
Jalayer	Shahla	Letter	Bridgepointe Neighborhood Assoc
Johannes	Bill	Letter	Bridgepointe Neighborhood Assoc
Kelley	Daniel	Letter	Bridgepointe Neighborhood Assoc
King	Demaris	Letter	Bridgepointe Neighborhood Assoc

Last Name	First Name	Type Comment	Association
King	David	Letter	Bridgepointe Neighborhood Assoc
Krekel	Rich	Letter	Bridgepointe Neighborhood Assoc
Krekel	Barbara	Letter	Bridgepointe Neighborhood Assoc
Larlin	Gili	Letter	Bridgepointe Neighborhood Assoc
Larlin	Thomas	Letter	Bridgepointe Neighborhood Assoc
Larson	Ingrid	Letter	Bridgepointe Neighborhood Assoc
Larson	Jerald	Letter	Bridgepointe Neighborhood Assoc
Laurth	Jim	Letter	Bridgepointe Neighborhood Assoc
Lawrence	Debbie	Letter	Bridgepointe Neighborhood Assoc
Lawrence	George	Letter	Bridgepointe Neighborhood Assoc
Lenz	Marcia	Letter	Bridgepointe Neighborhood Assoc
Lenz	Kenneth	Letter	Bridgepointe Neighborhood Assoc
Lezat	Wendy	Letter	Bridgepointe Neighborhood Assoc
Lezat	Α	Letter	Bridgepointe Neighborhood Assoc
Linser	Sandra	Letter	Bridgepointe Neighborhood Assoc
Linson	M	Letter	Bridgepointe Neighborhood Assoc
Mackey	Don	Letter	Bridgepointe Neighborhood Assoc
Mackey	Maria	Letter	Bridgepointe Neighborhood Assoc
Marks	Lois	Letter	Bridgepointe Neighborhood Assoc
Marks	Ivan	Letter	Bridgepointe Neighborhood Assoc
Marsano	Luis	Letter	Bridgepointe Neighborhood Assoc
Marsano	Norma	Letter	Bridgepointe Neighborhood Assoc
Marshall	Jane	Letter	Bridgepointe Neighborhood Assoc
Marshall	Bill	Letter	Bridgepointe Neighborhood Assoc
Marshall	НА	Letter	Bridgepointe Neighborhood Assoc
Marshall	Sandra	Letter	Bridgepointe Neighborhood Assco
Marshall	Cameron	Letter	Bridgepointe Neighborhood Assoc
Mazhary	Fereshtch	Letter	Bridgepointe Neighborhood Assoc
McClinton	D	Letter	Bridgepointe Neighborhood Assoc
McClinton	Denise	Letter	Bridgepointe Neighborhood Assoc

Last Name	First Name	Type Comment	Association
McConkey	Susan	Letter	Bridgepointe Neighborhood Assoc
McConkey	Dale	Letter	Bridgepointe Neighborhood Assco
Meyer	John	Letter	Bridgepointe Neighborhood Assoc
Meyer	Donna	Letter	Bridgepointe Neighborhood Assoc
Miller	Cindy	Letter	Bridgepointe Neighborhood Assoc
Miller	Wayne	Letter	Bridgepointe Neighborhood Assoc
Montgomery	Eileen	Letter	Bridgepointe Neighborhood Assoc
Moulton	Justin	Letter	Bridgepointe Neighborhood Assoc
Nemec	Diana	Letter	Bridgepointe Neighborhood Assoc
Nemec	Brent	Letter	Bridgepointe Neighborhood Assoc
Newcomer	Jennifer	Letter	Bridgepointe Neighborhood Assoc
Newcomer	Timothy	Letter	Bridgepointe Neighborhood Assoc
Olliges	Donna	Letter	Bridgepointe Neighborhood Assoc
Olliges	Bruce	Letter	Bridgepointe Neighborhood Assoc
Oppenkeun	Gail	Letter	Bridgepointe Neighborhood Assoc
Opperkeun	Mark	Letter	Bridgepointe Neighborhood Assoc
Owen	Jeanette	Letter	Bridgepointe Neighborhood Assoc
Owen	Lisa	Letter	Bridgepointe Neighborhood Assoc
Owens	Sean	Letter	Bridgepointe Neighborhood Assoc
Owens	Brigette	Letter	Bridgepointe Neighborhood Assoc
Р	Robert	Letter	Bridgepointe Neighborhood Assoc
Parlsey	Mary	Letter	Bridgepointe Neighborhood Assoc
Parsley	Archie	Letter	Bridgepointe Neighborhood Assoc
Pass	Harold	Letter	Bridgepointe Neighborhood Assoc
Pass	Anita	Letter	Bridgepointe Neighborhood Assoc
Paulin	Karen	Letter	Bridgepointe Nieghborhood Assoc
Pawelle	Joyce	Letter	Bridgepointe Neighborhood Assoc
Penner	Carol	Letter	Bridgepointe Neighborhood Assoc
Penner	Daniel	Letter	Bridgepointe Neighborhood Assoc
Perry	Larry	Letter	Bridgepointe Neighborhood Assoc

Last Name	First Name	Type Comment	Association
Perry	Gina	Letter	Bridgepointe Neighborhood Assoc
Petrosky	Anne	Letter	Bridgepointe Neighborhood Assoc
Petrosky	Dennis	Letter	Bridgepointe Neighborhood Assoc
Prince	Robert	Letter	Bridgepointe Neighborhood Assoc
Prince	Sharon	Letter	Bridgepointe Nieghborhood Assoc
Reznikoff	Vicki	Letter	Bridgepointe Nieghborhood Assoc
Sander	Larry	Letter	Bridgepointe Neighborhood Assoc
Sander	Nancy	Letter	Bridgepointe Neighborhood Assoc
Schaller	Stephen	Letter	Bridgepointe Neighborhood Assoc
Schaller	Gina	Letter	Bridgepointe Neighborhood Assoc
Schell	Lynn	Letter	Bridgepointe Neighborhood Assoc
Schiler	Arlene	Letter	Bridgepointe Neighborhood Assoc
Sedmin	Zin	Letter	Bridgepointe Neighborhood Assoc
Sell	Charles	Letter	Bridgepointe Neighborhood Assoc
Sell	Charles	Letter	Bridgepointe Neighborhood Assoc
Sell	Winnie	Letter	Bridgepointe Nieghborhood Assoc
Seyal	Sara	Letter	Bridgepointe Neighborhood Assoc
Seyal	Saleem	Letter	Bridgepointe Neighborhood Assoc
Shicliff	Beverly	Letter	Bridgepointe Neighborhood Assoc
Shinchoff	James	Letter	Bridgepointe Neighborhood Assoc
Shpilberg	Karen	Letter	Bridgepointe Neighborhood Assoc
Shpilberg	Victor	Letter	Bridgepointe Neighborhood Assoc
Smith	Maxene	Letter	Bridgepointe Neighborhood Assoc
Smith	Irene	Letter	Bridgepointe Neighborhood Assoc
Smith	Douglaas	Letter	Bridgepointe Neighborhood Assoc
Sohman	Saberina	Letter	Bridgepointe Neighborhood Assoc
Spiclberg	Gregg	Letter	Bridgepointe Nieghborhood Assoc
Stevens	Gary	Letter	Bridgepointe Neighborhood Assoc
Stevens	Patrice	Letter	Bridgepointe Neighborhood Assoc
Stewart	Julie	Letter	Bridgepointe Neighborhood Assoc

Last Name	First Name	Type Comment	Association
Stewart	Charles	Letter	Bridgepointe Neighborhood Assoc
Straka	Sharon	Letter	Bridgepointe Neighborhood Assoc
Straka	Michael	Letter	Bridgepointe Neighborhood Assoc
Strauss	Gayle	Letter	Bridgepointe Neighborhood Assoc
Swartzwell	Rachael	Letter	Bridgepointe Neighborhood Assoc
Thomas	Leslie	Letter	Bridgepointe Neighborhood Assoc
Thomas	Leon	Letter	Bridgepointe Neighborhood Assoc
Thomas	Chad	Letter	Bridgepointe Neighborhood Assoc
Underhill	Mel	Letter	Bridgepointe Neighborhood Assoc
Underhill	Helene	Letter	Bridgepointe Neighborhood Assoc
Vaughn	Edgar	Letter	Bridgepointe Neighborhood Assoc
Vaughn	Doris	Letter	Bridgepointe Neighborhood Assoc
Vollmer	Barbara	Letter	Bridgepointe Neighborhood Assoc
Vollmer	Richard	Letter	Bridgepointe Neighborhood Assoc
Wagner	Valerie	Letter	Bridgepointe Neighborhood Assoc
Wagner	Kevin	Letter	Bridgepointe Neighborhood Assoc
Walker	Sheila	Letter	Bridgepointe Neighborhood Assoc
Walker	Dominic	Letter	Bridgepointe Neighborhood Assoc
Wallace	Runt	Letter	Bridgepointe Neighborhood Assoc
Wauner	David	Letter	Bridgepointe Neighborhood Assoc
Weihe	Kary	Letter	Bridgepointe Neighborhood Assoc
Wetech	Carolyn	Letter	Bridgepointe Neighborhood Assoc
Wetsch	Eric	Letter	Bridgepointe Neighborhood Assoc
Whitfield	Charleen	Letter	Bridgepointe Neighborhood Assoc
Whitfield	Chris	Letter	Bridgepointe Neighborhood Assoc
Wildman	Spencer	Letter	Bridgepointe Neighborhood Assoc
Wildman	Janice	Letter	Bridgepointe Neighborhood Assoc
Wilson	Minnette	Letter	Bridgepointe Neighborhood Assoc
Wilson	Jim	Letter	Bridgepointe Neighborhood Assoc
Wood	Stephen	Letter	Bridgepointe Neighborhood Assoc

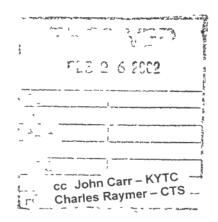
Last Name	First Name	Type Comment	Association
Wood	Mona	Letter	Bridgepointe Neighborhood Assoc
Young	Glenn	Letter	Bridgepointe Neighborhood Assoc
Young	Anne	Letter	Bridgepointe Neighborhood Assoc
Yu	Jenny	Letter	Bridgepointe Neighborhood Assoc
Yu	Jerry	Letter	Bridgepointe Neighborhood Assoc
Yunkun	Kimberly	Letter	Bridgepointe Neighborhood Assoc
Yunkun	Jeffery	Letter	Bridgepointe Neighborhood Assoc
Zaino	Sherrie	Letter	Bridgepointe Neighborhood Assoc
Zaino	Russ	Letter	Bridgepointe Neighborhodd Assoc

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The Harbor at Harrod's Creek Prospect, Kentucky 40059 February 12, 2002

John Ballantyne Federal Highway Administration John C Watts Federal Building 330 W Broadway Frankfort, KY 40601-1922

Dear Mr Ballantyne



We are residents of the Harbor at Harrod's Creek Condominium meeting tonight to express our distress that as things stand now, if either A-13 or A-16 is chosen as the approach to the East Side Bridge, our lives will be irreparably changed

This approach would take several of our homes, come very close to other homes and rise over our marina. No other route leaves so many residents living in the shadow of the bridge

Because the approach rises above our common land the noise level, which exceeds NAC standards, will be almost impossible to mitigate

Because the Harbor will be lower than the bridge the exhaust from the trucks and automobiles will pollute the atmosphere and sink down to put at risk our health

Because of these factors the property of homes and land will be devalued

This is a serene and beautiful place of forty-two acres that we share with wild life. More than 200 of us live in 168 units of the condominium. Our homes are situated around two small lakes and along the creek. We are a microcosm of society teachers, attorneys, administrative assistants, ministers, accountants, sales representatives, engineers and retired folk.

We ask that you do all in your power to have the approach to the bridge re-designed to avoid going through the Harbor at Harrod's Creek property for the sake of all of us and for the sake of the metropolitan area.

Name (print)	Name (sign)	Street Address
1 BARBARA ROCHE	Barbara a Roche	5525 Forest Lake
*2 CONSTANCE CAPROLL	C Carron	5406 HAIRRIDE CU
- 3 Betty Lotter	Betty Lotter	5504 Forest Lt Dr
- 4 Dalares Cowaj	+ blelove, Cowat	5559 Forest Luke Dr
5 Hierard January	HARLEL WAIN WINIGH	5557 FALLEST LAKE DR.
-6 Pat Lerner	Fat Lerner	5520 Forest Jake Dr.
-7 SHERRY SCHNEIDER		6381 MARINA DR
-8 WAYNE R. SCHNE, DER	- Wayne R. Shreede	5 6381 MARINA DR
19 Paula L Collins	Paula X. Collins	6390 Marine Dr
-10 LEWIS DAN		638/ M/Mm Do
-11 HENRY Mullen	2 2 11	5601 Hanneds Com -
-12 BUNNIE MISTLER	Bonne M. Miseln	5555 Fourt dake
13 Betty McMILLER	Bery M Millen	5551 Hourt Like
14 JakemISTKER	Jake millu.	5555 FORES LAYEDR.
2.15 Weeker Jim Rettel	EL VICKIE/SIM REUTHER	SS36 FOREST CAKEDR
16 Daris C Faust		6515 Marina Drive
17 J M. Parkon	Fritz Parkins	6424 Marina Dr.
18 Ruby H Dookey	Ruly Houley	5514 Forest Lake Dr
19 CRAIG OLIVER	John !	5537 FOREST LAIRE DR
20 Paren Johnon	Karens Smith	5516 Forest Lake Dr
21 Robert D. Smith	Robert D. Smith	SSIL FOREST LAKE BZ.
22 FUGENET, N	CELURE EXMECH	e 6503 Marine Dr.
	• /	1

123 NANCY PETERA, NON Y Low with trail Lake 24130B PETERWERTH 301 Puternovet Fourt Lake with Matter- shristin 55/0 fruit Lake his 25/marthoMattox-6422 Marino- Lin 5510 Forest Sales h 55 93 Doust Jako VI. Les 5409 Harra & Core Toltes 30 Jelene Diegel 131 Sanford Spiege J 33 Von Cample 1 34 (harlatta Teliam) 6420 Maunal. 5014 Marina Cowe 2 35 KutletBill Foy Ruth+DillFox 36Dob & Wagaret ackerman 5009 Marina Core roine 5542 torest lake 2 37 CAROLYN GREEN ELAWtyn 6350 Marya Sy. 38 rances Wilson 3 Sorb: Beil Kobens 6485 Marina V 40 Lama Hayes 5614 Hamids Come Laura Hayes 41 Below Kuren Nupolilli Dob . Kere Rapolille 5530 Dout Lake 42 Dunde Joves Corendo & Jones 16395 Mcrune 1 V 43 Kennth W. Cyl 6495 Maria Dr. Athwiligh 5540 FOZEST LAKE DR. 144 HUGH MOORE 5013 MARINA COUL 1 45 Tim Belcher

V46 Barbara Erich Barbara Greich 6525 Thains Drive JAT Jana EICHE Jana Euche 5622 Harrods Coul As Bedy Backert Buch Badant Sto Warned Gree so Wanda Fuller Wanda Fuller : 6521 Marian Ds 151 Michael Huffman Michael & Heffins 6416 Marina Dr. 152 Kas Tighe 6416 Marina Cr. 1650 T/Tigles AS3 BERRYE BACKERT Bernie Becker 5620 Thomas Core MESMESART WILSON / Status (1) 155 MARY KUHNS Many 6517 MARINA DIZ. 156 Far bara Hopenel Barbara Sepende 5012 do Jarme Cove V57 John Silletto, John Laborato, 16398 Harina Drive 6487 Marina D. 6376 MHRIEN VOGCUNTIS B PRDRI. 60/atrick A Thompson 6487 Marina Dr. 5544 Forest Lake D 61 Willie Simmons Weller Semmons 62 hrene Morris 6397 Marina r. Millene 6391 Marine De A3 Joan Temper 5533 Forest Lake Driv 64 Nora Roberts Niva Kolzara 5533 Forest Lake Drive 65 Morgan Roberts: Morean Hobods 66 Linde Duistin (2378 Massina Dr. 6481 MARINA DA OF ENE DHERARY TONE 5-5-6 FOREST LAKE DR 68 WILLIAM SLOANE William Slowne Jos bey BLAKE Au Blake 6404 Mirera DK

1	Name (print)	Name (sign)	Street Address
)	170 J. K	- Roman Steer	5007 61/21010 10 - 18000
	171 LAY WALSER	Halfey 1	557) FOREST LANCE DR
	172 Roy Hutchesez	Konghoff	56181/4-rods Co.e
	173 Ellarac Hulch sin	Ellara Hutches	5618 Horrods Con
	74 JUANITA MAISFIELD	Treade) Ramefra	5524-Tarest Lake Me
	75 WM. MANSFIELD, JR.	Whanfield	5524 Forest Pake Dr
	46 TOM DUDGEON	-Tim Dudion	5528 FOREST LAKE DR.
	AT Barbara Dudgeon	B. San Judan	5528 Forest hake St.
	28 Shurley Hobbis	Milletins	6387 MARINE DR.
	79 Marilyn Snyder	Marien Suyder	6394 Marina Dr
	80 Judith D Fischer	Court & Licher	5534 Forest Fake Dr
ì	81 ART MILLER	Cirt Miller	5524 Forest Lakeer
	82 Kathy Milter	Harry Miles	5506 Errest Lake Di
	63 Steven Techak	Itime Plake	5527 Forest Late Or.
	\$4CLAIRE HUNEKE	Cie re Huneke	5522 Forest Jake Dr.
	S JOHN HUNEKE	Who Hundle	5522 FOREST LAKE DR.
	86 ruly Meyer	Tilly mense	5531 Forest Lake Dr.
~	87 Jamas - J. PiE; Ea	May May	SUIT FOREST LAKE DE
	88 Evelyn Hwang	Zengn Hwang	6388 marena DE.
	SO DORK PFISTER	Dores Photo	5529 Forest Roke &
	SANDRA L. MOOSER	Sandra L. Moorer	5535 Front Sake Drive
	191 Denvette Hoop	Kenneth R. Worn	5535 Ferent Lake Drive
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	Wicke Benton	5519 Forest La
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DEIS - Comments The Harbors of Harrods Creek

Last Name	First Name	Type Comment	Association
	Charlette	Letter	The Harbors of Harrods Creek
Ackermann	Bob	Letter	The Harbors of Harrods Creek
Ackermann	Margarett	Letter	The Harbors of Harrods Creek
Asherafy	Jene	Letter	The Harbors of Harrods Creek
Backert	Becky	Letter	The Harbors of Harrods Creek
Backert	Bernye	Letter	The Harbors of Harrods Creek
Belcher	Tim	Letter	The Harbors of Harrods Creek
Benton	Vicki	Letter	The Harbors of Harrods Creek
Blake	Joey	Letter	The Harbors of Harrods Creek
С	Kenneth	Letter	The Harbors of Harrods Creek
Carroll	Constance	Letter	The Harbors of Harrods Creek
Collins	Paula	Letter	The Harbors of Harrods Creek
Cowart	Dalare	Letter	The Harbors of Harrods Creek
Cox	Shirley	Letter	The Harbors of Harrods Creek
Coyle	Ren	Letter	The Harbors of Harrods Creek
Dan	Lewis	Letter	The Harbors of Harrods Creek
Darling	Patty	Letter	The Harbors of Harrods Creek
Dooley	Ruby	Letter	The Harbors of Harrods Creek
Dudgeon	Barbara	Letter	The Harbors of Harrods Creek
Dudgeon	Tom	Letter	The Harbors of Harrods Creek
Eiche	Jana	Letter	The Harbors of Harrods Creek
Erich	Barbara	Letter	The Harbors of Harrods Creek
Faurt	Doris	Letter	The Harbors of Harrods Creek
Fischer	Judith	Letter	The Harbors of Harrods Creek
Fouts	Peggy	Letter	The Harbors of Harrods Creek
Fox	Bill	Letter	The Harbors of Harrods Creek
Fox	Ruth	Letter	The Harbors of Harrods Creek
Fuller	Wanda	Letter	The Harbors of Harrods Creek

Last Name	First Name	Type Comment	Association
Green	Carolyn	Letter	The Harbors of Harrods Creek
Hatfield	Carol	Letter	The Harbors of Harrods Creek
Hayes	Laura	Letter	The Harbors of Harrods Creek
Hobbes	Shirley	Letter	The Harbors of Harrods Creek
Hopewell	Barbara	Letter	The Harbors of Harrods Creek
Huffman	Michael	Letter	The Harbors of Harrods Creek
Huneke	John	Letter	The Harbors of Harrods Creek
Huneke	Claire	Letter	The Harbors of Harrods Creek
Hutchenson	Ray	Letter	The Harbors of Harrods Creek
Hutchenson	Ellarae	Letter	The Harbors of Harrods Creek
Hwang	Evelyn	Letter	The Harbors of Harrods Creek
Johnson	М	Letter	The Harbors of Harrods Creek
Johnson	Martha	Letter	The Harbors of Harrods Creek
Jones	Brenda	Letter	The Harbors of Harrods Creek
Kemper	Joan	Letter	The Harbors of Harrods Creek
Kuttns	Mary	Letter	The Harbors of Harrods Creek
Lerner	Pat	Letter	The Harbors of Harrods Creek
Lotter	Betty	Letter	The Harbors of Harrods Creek
Mansfield	Juanita	Letter	The Harbors of Harrods Creek
Mansfield	William	Letter	The Harbors of Harrods Creek
McClure	Eugene	Letter	The Harbors of Harrods Creek
McMiller	Betty	Letter	The Harbors of Harrods Creek
Meyer	Sally	Letter	The Harbors of Harrods Creek
Meyer	Thomas	Letter	The Harbors of Harrods Creek
Miller	Art	Letter	The Harbors of Harrods Creek
Miller	Kathy	Letter	The Harbors of Harrods Creek
Mistler	Jake	Letter	The Harbors of Harrods Creek
Mistler	Bonnie	Letter	The Harbors of Harrods Creek
Moore	Hugh	Letter	The Harbors of Harrods Creek
Mooser	Sandra	Letter	The Harbors of Harrods Creek

Last Name	First Name	Type Comment	Association
Morris	Darlene	Letter	The Harbors of Harrods Creek
Mullin	Henry	Letter	The Harbors of Harrods Creek
Nupolilli	Karen	Letter	The Harbors of Harrods Creek
Nupolilli	Bob	Letter	The Harbors of Harrods Creek
Oliver	Craig	Letter	The Harbors of Harrods Creek
Parkins	Fritz	Letter	The Harbors of Harrods Creek
Pedri	Curtis	Letter	The Harbors of Harrods Creek
Peterworth	Nancy	Letter	The Harbors of Harrods Creek
Peterworth	Bob	Letter	The Harbors of Harrods Creek
Phister	Doris	Letter	The Harbors of Harrods Creek
Reuther	Vivkie	Letter	The Harbors of Harrods Creek
Reuther	Jim	Letter	The Harbors of Harrods Creek
Roberts	Nora	Letter	The Harbors of Harrods Creek
Roberts	Morgan	Letter	The Harbors of Harrods Creek
Robinson	Bob	Letter	The Harbors of Harrods Creek
Roche	Barbara	Letter	The Harbors of Harrods Creek
Rolfes	Paula	Letter	The Harbors of Harrods Creek
Scheider	Sherry	Letter	The Harbors of Harrods Creek
Schneider	Wayne	Letter	The Harbors of Harrods Creek
Silletto	John	Letter	The Harbors of Harrods Creek
Simmons	Willie	Letter	The Harbors of Harrods Creek
Sloane	William	Letter	The Harbors of Harrods Creek
Smith	Karen	Letter	The Harbors of Harrods Creek
Smith	Robert	Letter	The Harbors of Harrods Creek
Snyder	Marilyn	Letter	The Harbors of Harrods Creek
Spence	Janet	Letter	The Harbors of Harrods Creek
Spiefal	Sanford	Letter	The Harbors of Harrods Creek
Spiegel	Jilene	Letter	The Harbors of Harrods Creek
Stein	Russell	Letter	The Harbors of Harrods Creek
Teshak	Steven	Letter	The Harbors of Harrods Creek

Last Name	First Name	Type Comment	Association
Thompson	Patrick	Letter	The Harbors of Harrods Creek
Thurston	Lynn	Letter	The Harbors of Harrods Creek
Tighe	Rob	Letter	The Harbors of Harrods Creek
Wainwright	Harold	Letter	The Harbors of Harrods Creek
Walser	Jay	Letter	The Harbors of Harrods Creek
Wilson	Art	Letter	The Harbors of Harrods Creek
Wilson	Francis	Letter	The Harbors of Harrods Creek
Wooser	Kenneth	Letter	The Harbors of Harrods Creek

Appendix E.3 LIST OF LETTERS INDIVIDUALLY TYPED ON COMPANY LETTERHEAD

DEIS- Company Responses on Letterhead

Last Name	Type Comment	Company
Bennett	Comment Form	Paul Semonin Realtors
blankenbeker	Letter	Clark County Surveyor
Buscher	Letter	Silgas
carlisle	Letter	Fire King International, Inc.
cecil	Form Letter	community bank of indiana
denny	Letter	Denny Transport, Inc.
ereson	Form Letter	dearborn co convention
Furnish Banet	Letter	West Clark Community Schools
Guthrie	Letter	West Clark Community Schools
hankins	Letter	Medical Billing Group, LLC
hoehn	Letter	Cornerstone Group
jacobi	Letter	FD Jacobi Sodding Service, Inc.
Koetter	Letter	Koetter Construction
Lockwood	Letter	Silver Creek Dental Laboratory
miller	Letter	Hospice & Palliative Care
moore	Letter	Eagle Steel Products, Inc.
Nowling	Comment Form	Paul Semonin Realtors
orem	Letter	Heritage Bank
Page	Comment Form	Paul Semonin Realtors
scanlan	Letter	ScanSteel Service Center, Inc.
Smith	Letter	West Clark Community Schools
smith	Letter	Smith Bartlett Heeke Carpenter & Thompson
Stone	Letter	Horizons Travel, Inc.
sullivan	Letter	Henryville Community Assoc., Inc.
torres	Letter	Serrot Club
Vogler	Letter	Faith Lutheran Church
watkins	Comment Form	New Hope Services, Inc.

DEIS - Company Responses on Letterhead

Last Name	Type Comment	Company
Brooks	Letter	Roll Forming Corp.
Buckman	Letter	Career Resources
Chinn	Letter	David Chinn Attorney at Law
Cobb	Letter	Appriss
Dahlem	Letter	Dahlem Realty
Day	Letter	Access Career Grouop
Detterman	Letter	Calvin Presbyterian Church
Dickinson	Letter	Gresham Smith and Partners
Fatland	Letter	Pure Power of Kentucky
Hamilton	Letter	Crowe Chizek
Higdon	Letter	Greater Louisville Inc.
lvey	Letter	Brown & Williamson Tobacco
Kamin	Letter	Calvin Presbyterian Church
Leathers	Letter	Roll Forming Corp.
Metts	Letter	Realty World
Morrow	Letter	Louisville Pickle Company
Nicklies	Letter	CB Richard Ellis Nicklies
Oyler	Letter	OPM Services, Inc.
Rogers	Letter	Ernst & Young
Thornton	Letter	Thornton Oil Corporation
Ulferts	Letter	Stuart Ulferts Attorney at Law
Wagner	Letter	Marina Village
Walsburger	Letter	H.E. Rudy Engineers
Woodward	Letter	National Products



Tonya Fischer Southern Indiana Chamber of Commerce 4100 Charlestown Road New Albany, Indiana 47150

Dear Ms Fischer,

I am writing to express my strong support for the construction of an east end Ohio River bridge connecting Indiana I-265 with Kentucky I-265 Gene Snyder highway. Anyone who travels the Kennedy Bridge regularly, from either direction, knows that our community needs another bridge to reduce traffic volume and to reduce the chances of gridlock from accidents on the Kennedy. It is encouraging to know that public opinion polls show overwhelming bridge support on both sides of the river, but it is discouraging that the process has been so slow to respond

Thanks to the Chamber of Commerce for agreeing to collect letters like mine to help let officials from both states know how important it is to our transportation system and local economy to connect I-265 PLEASE BUILD AN EAST END BRIDGE!

Sincerely yours,

		Southern Indiana Sup	porter of the East End Bridge
My Return Address Is			_
-		**	<u>.</u>
	-		

RESOLUTION

In Support of Two-Bridge Recommendation With A Spaghetti Junction Redesign: Specifically Connecting I-265 Gene Snyder in Kentucky with I-265 in Indiana.

The facts supporting the need for an 1-265/Snyder Freeway bridge linking Kentucky and Indiana are indisputable Not moving ahead with the expeditious construction of a new eastern bridge will result in increased traffic congestion, deterioration of economic viability and loss of job opportunities for the Grater Louisville region

Past studies, including the Origin and Destination Study, Ohio River Major Investment Study, and the current work underway in the Environmental Impact Statement show:

- Some 35-40% of Kennedy Bridge Traffic is Indiana-east Jefferson County or Oldham County in origin or destination
- Both eastern Clark County in Indiana and eastern Jefferson County are undergoing major population and industrial growth
- 3. The two bridge scenario will provide:
 - · The most cost-effective means of solving the community's transportation needs
 - The completion of the circumferential highway system, thus creating a new alternate route
 - · Volume reductions in the downtown area
 - The greatest benefit for commercial traffic
 - The best combination of reducing incident impacts and delays in Spaghetti Junction and an alternate route for avoidance of delays
 - The greatest net economic benefit for the region
 - The greatest reduction in VMT (vehicle miles travelled) and VHT (vehicle hours of travel)
 - The greatest overall transportation and economic benefit for the entire region

The public clearly supports the two-bridge alternative with an I-265 crossing:

- The 1993 and 1996 Courier-Journal Bluegrass Public Opinion Polls showed overwhelming support of an I-265 bridge, among residents in both Kentucky and Indiana
- The 1993 Goals for Greater Louisville listed the I-265 bridge as the number two priority among adults responding
- Numerous community groups, elected officials and business organizations have called for the construction of the bridge, Middletown Chamber, Jeffersontown Chamber, Southern Indiana Chamber, City of Shivley, Greater Louisville Inc., Mayor Armstrong, Representative Northrup, Senator Lugar, Representative Hill, Senator Bayh, Governor Patton, Governor O'Bannon, Kentuckians for Better Transportation, etc
- The Transportation Policy Committee of KIPDA (the Kentuckiana Planning and Development Agency our region's transportation planning agency) unanimously endorsed this solution for our region's cross-river deficiency in 1996

Therefore, we support an I-265 Bridge/Downtown Bridge/Spaghetti Junction Redesign and urge the Federal Highway administration to recognize and affirm this need in the Final Environmental Impact Statement and its subsequent Record of Decision.

Organization		Phone	
Address			
E-Mail Address			
Signed	Title	Date	,
	,		

Submit to:

Tonya Fischer

Southern Indiana Chamber of Commerce

4100 Charlestown Rd., New Albany, IN 47150

DEIS - Comment Company Name and /or SICC

Last Name	Type Comment	Company
mcreynolds	Form Letter	SICC
	Form Letter	SICC
basham	Form Letter	SICC
	Form Letter	SICC
sullivan	Form Letter	SICC
anburgy	Form Letter	SICC
lee	Form Letter	SICC
hommel	Form Letter	SICC
langness	Form Letter	SICC
hellig	Form Letter	SICC
simms	Form Letter	SICC
cristiani	Form Letter	SICC
cristiani	Form Letter	SICC
glass	Form Letter	SICC
tisheuar	Form Letter	SICC
semones	Form Letter	SICC
dekhanty	Form Letter	SICC
walker	Form Letter	SICC
dodds	Form Letter	SICC
bates	Form Letter	SICC
hubler	Form Letter	SICC
shaffen	Form Letter	SICC
wilson	Form Letter	SICC
mart	Form Letter	SICC
okeefa	Form Letter	SICC
lewis	Form Letter	SICC
martin	Form Letter	SICC
smith	Form Letter	SICC
lockard	Form Letter	SICC
Tetz	Form Letter	SICC
Coots	Form Letter	SICC

Last Name	Type Comment	Company
Hodge	Form Letter	SICC
Walker	Form Letter	SICC
Weyer	Form Letter	SiCC
Smith	Form Letter	SICC
Breshea	Form Letter	SICC
Baker	Form Letter	SICC
James	Form Letter	SICC
Christmas	Form Letter	SICC
S	Form Letter	SICC
Crawford	Form Letter	SICC
Reis	Form Letter	SICC
Reis	Form Letter	SICC
Hart	Form Letter	SICC
Simms	Form Letter	SICC
Grayson	Form Letter	SICC
Heasley	Form Letter	SICC
G	Form Letter	SICC
Eikholty	Form Letter	SICC
Barker	Form Letter	SICC
Moore	Form Letter	SICC
Collins	Form Letter	SICC
Froyier	Form Letter	SICC
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Α	Form Letter	SICC
Christmas	Form Letter	SICC
Mummel	Form Letter	SICC
Collins	Form Letter	SICC
Magard	Form Letter	SICC
jackson	Form Letter	SICC
Walker	Form Letter	SICC
Kern	Form Letter	SICC

Last Name	Type Comment	Company
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Kiger	Form Letter	SICC
mcdonald	Form Letter	SICC
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moore	Form Letter	SICC
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	Form Letter	SICC
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grayson	Form Letter	SICC
miller	Form Letter	SICC
bowyer	Form Letter	SICC
thomas	Form Letter	SICC
coots	Form Letter	SICC
coots	Form Letter	SICC
moore	Form Letter	SICC
willey	Form Letter	SICC
W	Form Letter	SICC
hilson	Form Letter	SICC
G	Form Letter	SICC
geass	Form Letter	SICC
D	Form Letter	SICC
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vissing	Form Letter	SICC
jones	Form Letter	SICC
jones	Form Letter	SICC
jackson	Form Letter	SICC
dobson	Form Letter	SICC
penick	Form Letter	SICC
Keith	Form Letter	SICC
lemmons	Form Letter	SICC
lemmons	Form Letter	SICC
bradshaw	Form Letter	SICC
levis	Form Letter	SICC
carter	Form Letter	SICC

Last Name	Type Comment	Company
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botkins	Form Letter	SICC
angel	Form Letter	SICC
S	Form Letter	SICC
lewis	Form Letter	SICC
baker	Form Letter	SICC
cusoaden	Form Letter	SICC
broady	Form Letter	SICC
leonard	Form Letter	SICC
knight	Form Letter	SICC
dalgarn	Form Letter	SICC
kitts	Form Letter	SICC
baker	Form Letter	SICC
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dudds	Form Letter	SICC
carroll	Form Letter	SICC
shields	Form Letter	SICC
brewer	Form Letter	SICC
chisser	Form Letter	SICC
horvath	Form Letter	SICC
angel	Form Letter	SICC
ballard	Form Letter	SICC
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beuyer	Form Letter	SICC
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hughs	Form Letter	SICC

Last Name	Type Comment	Company
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diekey	Form Letter	SICC
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riddle	Form Letter	SICC
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ruddell	Form Letter	SICC
mclellan	Form Letter	SICC
smith	Form Letter	SICC
	Form Letter	SICC
branham	Form Letter	SICC
jenkins	Form Letter	SICC
snook	Letter	SICC

Last Name	Type Comment	Company
uhl	Form Letter	SICC
dauiehm	Form Letter	SICC
gipe	Form Letter	SICC
	Form Letter	SICC
willey	Form Letter	SICC
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vogt	Form Letter	SICC
Р	Form Letter	SICC
mccarney	Form Letter	SICC
mccartney	Form Letter	SICC
sullivan	Form Letter	SICC
cox	Form Letter	SICC
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makawsky	Form Letter	SICC
kinder	Form Letter	SICC
walker	Form Letter	SICC
haas	Form Letter	SICC
fragman	Form Letter	SICC
broady	Form Letter	SICC
pierce	Letter	SICC

Last Name	Type Comment	Company
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edwards	Letter	SICC
carpenter	Letter	SICC
janes	Letter	SICC
hall	Letter	SICC
nethery	Letter	SICC
armstrong	Letter	SICC
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lowery	Letter	SICC
fraley	Letter	SICC
hall	Letter	SICC
shepherd	Letter	SICC
mcbride	Letter	SICC
strunk	Letter	SICC
staner	Letter	SICC
howard	Letter	SICC
for a	Letter	SICC
banet	Letter	SICC
abbott	Form Letter	SICC
hubbard	Letter	SICC
roach	Letter	SICC
cook	Letter	SICC
abell	Letter	SICC
nash	Letter	SICC
brothers	Letter	SICC
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hutchinson Letter SICC hoffman Letter SICC burgin Letter SICC cress Letter SICC harris Letter SICC jeffries Letter SICC coyne Letter SICC davis Letter SICC baird Letter SICC jenkins Letter SICC jenkins Letter SICC pasinski Letter SICC masingo Letter SICC chastain Letter SICC chastain Letter SICC tuttle Letter SICC tuttle Letter SICC martinson Letter SICC mardinson Letter SICC jinckson Letter SICC jones Letter SICC jones Letter SICC mueninghoff Letter SICC phill Letter SICC jondexter Letter SICC phill Letter SICC phill Letter SICC phill Letter SICC phill Letter SICC phipps Form Letter SICC couch Form Letter SICC lewis Form Letter SICC	Last Name	Type Comment	Company
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mueninghoffLetterSICCPoindexterLetterSICCbradingLettersiccphippsForm LetterSICCcouchForm LetterSICCpoppsForm LetterSICClewisForm LetterSICC	johnson	Letter	SICC
Poindexter Letter SICC brading Letter sicc phipps Form Letter SICC couch Form Letter SICC popps Form Letter SICC lewis Form Letter SICC	hill	Letter	SICC
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phipps Form Letter SICC couch Form Letter SICC popps Form Letter SICC lewis Form Letter SICC	Poindexter	Letter	SICC
couch Form Letter SICC popps Form Letter SICC lewis Form Letter SICC	brading	Letter	sicc
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lewis Form Letter SICC	couch	Form Letter	SICC
	popps	Form Letter	SICC
farmer Form Letter SICC	lewis	Form Letter	SICC
	farmer	Form Letter	SICC

Last Name	Type Comment	Company
meriwilther	Form Letter	SICC
m	Form Letter	SICC
sander	Form Letter	SICC
b	Form Letter	SICC
heust	Form Letter	SICC
robinson	Form Letter	SICC
reehardson	Form Letter	SICC
loeb	Form Letter	SICC
hornback	Form Letter	SICC
leahman	Form Letter	SICC
schultz	Form Letter	SICC
durham	Form Letter	SICC
youny	Form Letter	SICC
wemes	Form Letter	SICC
sieg	Form Letter	SICC
green	Form Letter	SICC
E	Form Letter	SICC
neal	Form Letter	SICC
hews	Form Letter	SICC
nickoloson	Form Letter	SICC
bulsy	Form Letter	SICC
may	Form Letter	SICC
hammond	Form Letter	SICC
robertson	Form Letter	SICC
kanning	Form Letter	SICC
etienol	Form Letter	SICC
wiggins	Form Letter	SICC
finney	Form Letter	SICC
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matthew	Form Letter	SICC
stultz	Form Letter	SICC
	Form Letter	SICC
у	Form Letter	SICC
young	Form Letter	SICC

Last Name	Type Comment	Company
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coffman	Form Letter	SICC
heim	Form Letter	SICC
fackler	Form Letter	SICC
aker	Form Letter	SICC
bennett	Form Letter	SICC
broughton	Form Letter	SICC
whited	Form Letter	SICC
vaughen	Form Letter	SICC
cooks	Form Letter	SICC
popp	Form Letter	SICC
mckinney	Form Letter	SICC
pace	Form Letter	SICC
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stiller	Form Letter	SICC
meyer	Form Letter	SICC
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kay	Form Letter	SICC
suner	Form Letter	SICC
haycoxson	Form Letter	SICC
е	Form Letter	SICC

Last Name	Type Comment	Company
daily	Form Letter	SICC
hoogland	Form Letter	SICC
morris	Form Letter	SICC
	Form Letter	SICC
pipes	Form Letter	SICC
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likens	Form Letter	SICC
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thorton	Form Letter	SICC
stiles	Form Letter	SICC
crisp	Form Letter	SICC
vaughan	Form Letter	SICC
matthew	Form Letter	SICC
colone	Form Letter	SICC
crowley	Form Letter	SICC
grosheart	Form Letter	SICC
browden	Form Letter	SICC
richmond	Form Letter	SICC
sueed	Form Letter	SICC
berry	Form Letter	SICC
d	Form Letter	SICC
S	Form Letter	SICC
lawerence	Form Letter	SICC

Last Name	Type Comment	Company
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williams	Form Letter	SICC
pace	Form Letter	SICC
durbin	Form Letter	SICC
harper	Form Letter	SICC
sieg	Form Letter	SICC
wolfe	Form Letter	SICC
hornback	Form Letter	SICC
prather	Form Letter	SICC
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sewell	Form Letter	SICC
peke	Form Letter	SICC
eaton	Form Letter	SICC
brannon	Form Letter	SICC
matthews	Form Letter	SICC
anderson	Form Letter	SICC
pence	Form Letter	SICC
gentry	Form Letter	SICC
hillebrand	Form Letter	SICC
dedan	Form Letter	SICC
davidson	Form Letter	SICC
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kruer	Form Letter	SICC
olliges	Form Letter	SICC
ulrick	Form Letter	SICC
couch	Form Letter	SICC
howser	Form Letter	SICC
m	Form Letter	SICC
leezer	Form Letter	SICC

Last Name	Type Comment	Company
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thacker	Form Letter	SICC
darbin	Form Letter	SICC
davison	Form Letter	SICC
endrin	Form Letter	SICC
madison	Form Letter	SICC
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moore	Form Letter	SICC
magner	Form Letter	SICC
ellenburg	Form Letter	SICC
steel	Form Letter	SICC
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lunsford	Form Letter	SICC
daily	Form Letter	SICC
ellin	Form Letter	SICC
lamaster	Form Letter	SICC
goforth	Form Letter	SICC
brown	Form Letter	SICC
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corn	Form Letter	SICC
richard	Form Letter	SiCC
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stock	Form Letter	SiCC
f	Form Letter	SICC
becker	Form Letter	SICC
jacobi	Form Letter	SICC
woods	Form Letter	SICC
neill	Form Letter	SICC
lynch	Form Letter	SICC

Last Name	Type Comment	Company
cole	Form Letter	SICC
isbell	Form Letter	SICC
fischer	Form Letter	SICC
ross	Form Letter	Sicc
vest	Form Letter	SiCC
cheeks	Form Letter	SICC
helton	Form Letter	SICC
james	Form Letter	SICC
mccubbins	Form Letter	SICC
marshall	Form Letter	SICC
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grolf	Form Letter	SICC
overton	Form Letter	SICC
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norman	Form Letter	SICC
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brown	Form Letter	SICC
hamilton	Form Letter	SICC
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bruther	Form Letter	SICC
ashy	Form Letter	SICC
manough	Form Letter	SICC
bair	Form Letter	SICC
р	Form Letter	SICC
grayson	Form Letter	SICC
walkerson	Form Letter	SICC
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youch	Form Letter	SICC
brocln	Form Letter	SICC
gammor	Form Letter	SICC
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Last Name	Type Comment	Company
f	Form Letter	SICC
t	Form Letter	SICC
	Form Letter	SICC
kelly	Form Letter	SICC
blair	Form Letter	SICC
marshall	Form Letter	SICC
k	Form Letter	SICC
kirk	Form Letter	SICC
scott	Form Letter	SICC
johnson	Form Letter	SICC
linford	Form Letter	SICC
hatchell	Form Letter	SICC
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stanley	Form Letter	SICC
sart	Form Letter	SICC
webster	Form Letter	SICC
henslry	Form Letter	SICC
hensley	Form Letter	SICC
craig	Form Letter	SICC
craig	Form Letter	SICC
Libs	Form Letter	aml inc - SICC
goodman	Form Letter	aw goodman & assoc - SICC
levellen	Form Letter	advantage chiropractic - SICC
menendz	Form Letter	advantage chiropractic - SICC
menendez	Form Letter	advantage chiropricatic - SICC
wessining	Form Letter	all points trailer service - SICC
	Form Letter	altman insurance - SICC
	Form Letter	amatrol in - SICC
s	Form Letter	amatrol inc - SICC
	Form Letter	amatrol - SICC
	Form Letter	amatrol corp - SICC
s	Form Letter	amatrol - SICC
	Form Letter	amatrol - SICC

Last Name	Type Comment	Company
	Form Letter	amatrol - SICC
	Form Letter	amatrol - SICC
logsdon	Form Letter	amatrol - SICC
brush	Form Letter	amatrol - SICC
daniel	Form Letter	amatrol - SICC
е	Form Letter	amatrol - SICC
groff	Form Letter	amatrol - SICC
hayse	Form Letter	amatrol - SICC
j	Form Letter	amatrol - SICC
keith	Form Letter	amatrol - SICC
manly	Form Letter	amatrol - SICC
marfin	Form Letter	amatrol - SICC
mcdonald	Form Letter	amatrol - SICC
meyer	Form Letter	amatrol - SICC
nickolas	Form Letter	amatrol - SICC
norton	Form Letter	amatrol - SICC
perkins	Form Letter	amatrol - SICC
spears	Form Letter	amatrol - SICC
S	Form Letter	amatrol - SICC
stauffer	Form Letter	amatrol - SICC
vena	Form Letter	amatrol - SICC
watson	Form Letter	amatrol - SICC
webb	Form Letter	amatrol - SICC
williams	Form Letter	amatrol - SICC
williams	Form Letter	amatrol - SICC
basl	Form Letter	amatrol - SICC
bear	Form Letter	amatrol - SICC
bently	Form Letter	amatrol - SICC
chester	Form Letter	amatrol - SICC
collins	Form Letter	amatrol - SICC
danner	Form Letter	amatrol - SICC
dietrich	Form Letter	amatrol - SICC
1	Form Letter	american capital mangt - SICC
moore	Form Letter	american family ins - SICC

Last Name	Type Comment	Company
wandy	Form Letter	am national - SICC
	Form Letter	apollo america - SICC
	Form Letter	apollo america - SICC
	Form Letter	apollo america - SICC
	Form Letter	apollo america - SICC
naucham	Form Letter	apollo america - SICC
summers	Form Letter	apollo america - SICC
hicks	Form Letter	apolla america - SICC
fulkerson	Form Letter	apollo america - SICC
carver	Form Letter	apollo america - SICC
elston	Form Letter	apollo america - SICC
hunter	Form Letter	appollo america - SICC
triplett	Form Letter	apollo america - SICC
walts	Form Letter	apollo america - SICC
ray	Form Letter	apollo america - SICC
m	Form Letter	apollo america - SICC
b	Form Letter	apollo america - SICC
hagan	Form Letter	apollo america - SICC
	Form Letter	apollo america - SICC
hodges	Form Letter	apollo america - SICC
tindall	Form Letter	apollo america - SICC
johnson	Form Letter	apollo america - SICC
lindall	Form Letter	apollo america - SICC
decter	Form Letter	apollo america - SICC
kelley	Form Letter	apollo america - SICC
brooke	Form Letter	apollo america - SICC
р	Form Letter	apollo america - SICC
watts	Form Letter	apollo america - SICC
m	Form Letter	apollo america - SICC
d	Form Letter	apollo america - SICC
johnson	Form Letter	apollo america - SICC
ray	Form Letter	apollo america - SICC
baker	Form Letter	apollo america - SICC
adams	Form Letter	apollo america - SICC

Last Name	Type Comment	Company
hathen	Form Letter	apollo america - SICC
m	Form Letter	apollo america - SICC
walter	Form Letter	apollo america - SICC
crenshaw	Form Letter	arise - SICC
lovery	Form Letter	associates plumbing - SICC
heck	Form Letter	axmour conveying - SICC
ryan	Form Letter	b & I enterprises - SICC
bagshaw	Form Letter	bagshaw trucking - SICC
allen	Form Letter	bales motor - SICC
bales	Form Letter	bales motor - SICC
len	Form Letter	bales motor - SICC
williams	Form Letter	bales motor - SICC
	Form Letter	bales motor - SICC
elston	Form Letter	bales motor - SICC
е	Form Letter	bales motor - SICC
bums	Form Letter	bales motor - SICC
kruer	Form Letter	bales motor - SICC
	Form Letter	bales motor - SICC
davis	Form Letter	bales motor - SICC
newton	Form Letter	bales motor - SICC
bishop	Form Letter	bales motor - SICC
miller	Form Letter	bales motor - SICC
hutchings	Form Letter	bales motor - SICC
exen	Form Letter	bales motor - SICC
dehn	Form Letter	bales motor - SICC
	Form Letter	bales motor - SICC
grih	Form Letter	bales motor - SICC
	Form Letter	bales motor - SICC
real	Form Letter	bales motors - SICC
moore	Form Letter	bales motor - SICC
woods	Form Letter	bales motor - SICC
johnson	Form Letter	bales motor - SICC
litz	Form Letter	bales motor - SICC
byers	Form Letter	bales motor - SICC

Last Name	Type Comment	Company
	Form Letter	bales motor - SICC
	Form Letter	bales motor - SICC
m	Form Letter	bales motor - SICC
togle	Form Letter	bales motor - SICC
С	Form Letter	bales motor - SICC
	Form Letter	bales motor - SICC
melde	Form Letter	bales motor - SICC
g	Form Letter	bales motor - SICC
meyer	Form Letter	bales motor - SICC
floyd	Form Letter	bales motor - SICC
hutchings	Form Letter	bales motor - SICC
stephens	Form Letter	bales motor - SICC
heatais	Form Letter	bales motor - SICC
biz	Form Letter	bales motor - SICC
smith	Form Letter	bales motor - SICC
j	Form Letter	bales motor - SICC
mangium	Form Letter	bales motor - SICC
р	Form Letter	bales motor - SICC
	Form Letter	bales motor - SICC
shecrles	Form Letter	bales motor - SICC
cavanaugh	Form Letter	bales motor - SICC
stivers	Form Letter	bales motor - SICC
austin	Form Letter	bales motor - SICC
u	Form Letter	bales motor - SICC
culeranie	Form Letter	bales motor - SICC
gordon	Form Letter	bales motor - SICC
sinks	Form Letter	bales motor - SICC
I	Form Letter	bales motor - SICC
	Form Letter	bales motor - SICC
brady	Form Letter	bales motor - SICC
r	Form Letter	bales motor - SICC
n	Form Letter	bales motor - SICC
walker	Form Letter	bales motor - SICC
S	Form Letter	bales motor - SICC

Last Name	Type Comment	Company
hawes	Form Letter	bales motor - SICC
jackson	Form Letter	bales motor - SICC
alb	Form Letter	bales motor - SICC
nilletl	Form Letter	bales motor - SICC
stephens	Form Letter	bales motor - SICC
reynolds	Form Letter	bales motor - SICC
niles	Form Letter	bales motor - SICC
stewart	Form Letter	bales motor - SICC
heavner	Form Letter	bales motor - SICC
С	Form Letter	bales motor - SICC
chapman	Form Letter	bales motor - SiCC
n	Form Letter	bales motor - SICC
brown	Form Letter	bales motor - SICC
evans	Form Letter	bales motor - SICC
r	Form Letter	bales motor - SICC
shelton	Form Letter	bales motor - SICC
vanmeter	Form Letter	bales motor - SiCC
soliday	Form Letter	bales motor - SICC
skaggs	Form Letter	bales motor - SICC
walter	Form Letter	bales motor - SICC
fischer	Form Letter	bales motor - SICC
Snelly	Form Letter	bales motor - SICC
woodlift	Form Letter	bales motor - SICC
dowdle	Form Letter	bales motor - SiCC
casey	Form Letter	bales motor - SiCC
heibman	Form Letter	bank one - SICC
	Form Letter	bank one - SICC
brown	Form Letter	bank one - SICC
suggett	Form Letter	barber grocery coche - SICC
barnes	Form Letter	barnes & parker bookkeeping - SICC
bartholf	Form Letter	barthold &desimone - SICC
bearl	Form Letter	beach mold & tool - SICC
korb	Form Letter	beach mold & tool - SICC
bennett	Form Letter	bennett & bennett ins - SICC

Last Name	Type Comment	Company
sparks	Form Letter	best wishesal - SICC
	Form Letter	better quality business - SICC
rhodes	Form Letter	big-o tires - SICC
kimberlin	Form Letter	gtk inc - SICC
chambers	Form Letter	new albany-floyd co school corp - SICC
С	Form Letter	new albany-floyd co school corp - SICC
johmans	Form Letter	rotery club - SICC
barker	Form Letter	rotary club - SICC
craig	Form Letter	rotary club - SICC
winslow	Form Letter	rotary club - SICC
penane	Form Letter	rotary club - SICC
k	Form Letter	rotary club - SICC
harmner	Form Letter	rotary club - SICC
ryall	Form Letter	rotary club - SICC
tyler	Form Letter	rotary club - SICC
wagner	Form Letter	rotary club - SICC
person	Form Letter	rotary club - SICC
kim	Form Letter	rotary club - SICC
huches	Form Letter	rotary club - SICC
	Form Letter	rotary club - SICC
gram	Form Letter	rotary club - SICC
william	Form Letter	rotary club - SICC
peters	Form Letter	rotary club - SICC
watkins	Form Letter	new hope - SICC
	Form Letter	dr rp nero - SICC
trundell	Form Letter	nibco - SICC
sizemore	Form Letter	nibco - SICC
penick	Form Letter	nibco - SICC
davy	Form Letter	century 21 - SICC
wolfe	Form Letter	century 21 - SICC
herrington	Form Letter	century 21 - SICC
antennie	Form Letter	century 21 - SICC
berryman	Form Letter	century 21 - SICC
	Form Letter	century 21 - SICC

Last Name	Type Comment	Company
randess	Form Letter	century 21 - SICC
veruoren	Form Letter	century 21 - SICC
french	Form Letter	century 21 - SICC
reisert	Form Letter	century 21 - SICC
homes	Form Letter	century 21 - SICC
р	Form Letter	cellular connection plus - SICC
С	Form Letter	centra pro - SICC
beckort	Form Letter	chamber of commerce - SICC
walch	Form Letter	chamber of commerce - SICC
frazier	Form Letter	chamber of commerce - SICC
hockensmith	Form Letter	chamber of commerce - SICC
е	Form Letter	chamber of commerce - SICC
	Form Letter	chamber of commerce - SICC
b	Form Letter	chamber of commerce - SICC
kinell	Form Letter	chamber of commerce - SICC
walker	Form Letter	chamber of commerce - SICC
downey	Form Letter	chamber of commerce - SICC
lamb	Form Letter	champion wood products - SICC
hutchens	Form Letter	chordeaus catering - SICC
day	Form Letter	charlestown crossing - SICC
w	Form Letter	charlestown karate - SICC
а	Form Letter	chick's archery & sports - SICC
S	Form Letter	cenergy - SICC
kittenzer	Form Letter	cinergy - SiCC
mulder	Form Letter	cinergy - SICC
doors	Form Letter	cinergy - SICC
f	Form Letter	cinergy - SICC
morgan	Form Letter	cinergy - SICC
adams	Form Letter	cinergy - SiCC
keppel	Form Letter	cinergy - SICC
stanfield	Form Letter	cinergy - SICC
hensley	Form Letter	cinergy - SICC
р	Form Letter	cinergy - SICC
s	Form Letter	cinergy - SICC

Last Name	Type Comment	Company
belden	Form Letter	cinergy - SiCC
m	Form Letter	cinergy - SiCC
homester	Form Letter	cinergy - SICC
mcclelland	Form Letter	cinergy - SICC
smith	Form Letter	bic t transfer - SICC
bach	Form Letter	SICC
doe	Form Letter	bareore of the sensus - SICC
ruth	Form Letter	bill k ins agency - SICC
ennes	Form Letter	cbs companies - SICC
harbeson	Form Letter	cfsi - SICC
smith	Form Letter	cm smith rests inc - SICC
guiford	Form Letter	cmr services group - SICC
S	Form Letter	callistms smith agency - SICC
S	Form Letter	callistms smith agency - SICC
1	Form Letter	carl I spaling ins agency - SICC
stephens	Form Letter	carlson wagonlit travel - SICC
	Form Letter	carlson wagonlit travel - SICC
hoback	Form Letter	carmerica tires - SICC
edwards	Form Letter	century 21 - SICC
poore	Form Letter	century 21 - SICC
miller	Form Letter	century 21 - SICC
mulac	Form Letter	century 21 - SICC
dewers	Form Letter	century 21 - SICC
groh	Form Letter	century 21 - SICC
voyle	Form Letter	century 21 - SICC
sellmer	Form Letter	century 21 - SICC
kable	Form Letter	mcsi - SICC
h	Form Letter	mcsi - SICC
henry	Form Letter	mcsi -SICC
koelter	Form Letter	meba - SICC
broen	Form Letter	melhiser endres tucker - SICC
а	Form Letter	melham endis - SICC
fields	Form Letter	merrill lynch - SICC
breidenbach	Form Letter	merrill lynch - SICC

Last Name	Type Comment	Company
s	Form Letter	metals usa - SICC
meyer	Form Letter	metro paving - SICC
lavid	Form Letter	midwest training - SICC
stinnett	Form Letter	miller - SICC
harbenson	Form Letter	monroe shine - SICC
colin	Form Letter	monroe shine - SICC
williams	Form Letter	monroe shine - SICC
morris	Form Letter	morris images - SICC
	Form Letter	morriss images - SICC
clash	Form Letter	nahs - SICC
sraneth	Form Letter	national city bank - SICC
hall	Form Letter	national ins group - SICC
zoeller	Form Letter	neace lukens - SICC
	Form Letter	neace luckens - SICC
utz	Form Letter	new albany bpw - SICC
graf	Form Letter	nibco - SICC
mahoney	Form Letter	nibco - SICC
king	Form Letter	nibco - SICC
cherry	Form Letter	nibco - SICC
hill	Form Letter	nibco - SICC
peterson	Form Letter	nibco - SICC
	Form Letter	nibco - SICC
sonny	Form Letter	nibco - SICC
b	Form Letter	nibco -SICC
g	Form Letter	nibco - SICC
hardesty	Form Letter	nibco - SICC
beitham	Form Letter	nibco - SICC
fillrock	Form Letter	nibco - SiCC
fillback	Form Letter	nibco - SICC
philips	Form Letter	nibco - SICC
yeager	Form Letter	nibco - SICC
graf	Form Letter	nibco - SICC
lasey	Form Letter	nibco - SICC
roach	Form Letter	nibco - SICC

Last Name	Type Comment	Company
jantzon	Form Letter	nibco - SICC
morrow	Form Letter	nibco - SICC
baker	Form Letter	nibco - SICC
mattingly	Form Letter	nibco - SICC
shaw	Form Letter	nibco - SICC
esarry	Form Letter	nibco - SICC
phillips	Form Letter	nibco - SICC
cook	Form Letter	nibco - SICC
raborne	Form Letter	nibco - SICC
ziegler	Form Letter	nibco - SICC
morrow	Form Letter	nibco - SICC
davis	Form Letter	nibco - SICC
smith	Form Letter	nibco - SICC
mcfalridge	Form Letter	nibco - SiCC
fields	Form Letter	nibco - SICC
meisenlelder	Form Letter	nibco - SICC
	Form Letter	nibco - SICC
powell	Form Letter	nibco - SICC
smith	Form Letter	nibco - SICC
bunch	Form Letter	nibco - SICC
mccutchen	Form Letter	nibco -SICC
smith	Form Letter	nibco - SICC
	Form Letter	nibco - SICC
walse	Form Letter	nibco - SICC
cornell	Form Letter	nibco - SICC
vest	Form Letter	nibco - SICC
smith	Form Letter	nibco - SICC
nick	Form Letter	nicholson ins agency - SICC
smith	Form Letter	noah's ark - SICC
hamett	Form Letter	northern continental - SICC
s	Form Letter	northside christian church - SICC
gunder	Form Letter	oms - SICC
walker	Form Letter	oak beach ins - SICC
broady	Form Letter	oak park baptist church - SICC

Last Name	Type Comment	Company
gorden	Form Letter	oak park baptist church - SICC
rasey	Form Letter	oak park baptist church - SICC
miller	Form Letter	oak park baptist church - SICC
broady	Form Letter	oak park baptist church - SICC
lilly	Form Letter	obelisk federal credit union - SICC
ayres	Form Letter	ohio valley rm - SICC
berry	Form Letter	optimist club - SICC
jones	Form Letter	palmyra baptist church - SICC
	Form Letter	parkway baptist - SiCC
mayfield	Form Letter	parkway baptist - SICC
moore	Form Letter	paul semonin - SICC
qualls	Form Letter	paul semonin - SICC
larrey	Form Letter	paul semonin - SICC
tucker	Form Letter	paul semonin - SICC
rae	Form Letter	paul semonin - SICC
С	Form Letter	cinergy - SICC
k	Form Letter	cinergy - SICC
hiett	Form Letter	cinergy - SICC
	Form Letter	cinergy - SICC
miles	Form Letter	cinergy - SICC
pettit	Form Letter	cinergy - SICC
frety	Form Letter	cinergy - siCC
madden	Form Letter	cinergy - SICC
campbell	Form Letter	cinergy - SICC
curd	Form Letter	cinergy - SICC
dorn	Form Letter	cinergy - SICC
timlierlale	Form Letter	cinergy - SICC
schindler	Form Letter	cinergy - SICC
pate	Form Letter	clark co democrat - SICC
nein	Form Letter	clark co democrat - SICC
richardson	Form Letter	clark co - SICC
vince	Form Letter	clark co rems - SICC
becher	Form Letter	clark co sheriff - SICC
k	Form Letter	convention tourism - SICC

Last Name	Type Comment	Company
sash	Form Letter	clark memorial hospital - SICC
caldwell	Form Letter	clark memorial hospital - SICC
holz	Form Letter	clark memorial hospital - SICC
allen	Form Letter	clark memorial hospital - SICC
	Form Letter	clark memorial hospital - SICC
james	Form Letter	clark snacks - SICC
gardner	Form Letter	clarksville community school - SICC
knowles	Form Letter	clarksville riverfront - SICC
rendrick	Form Letter	clarksville riverfront - SICC
cummins	Form Letter	clarksville riverfront - SICC
gardner	Form Letter	clarksville riverfront - SICC
С	Form Letter	clarksville riverfront - SICC
	Form Letter	cogates - SICC
w	Form Letter	community bank of indiana - SICC
huffman	Form Letter	community foundation - SICC
h	Form Letter	community foundation - SICC
	Form Letter	community foundation - SICC
conn	Form Letter	conn hearing aid - SICC
sternback	Form Letter	contections safty - SICC
key	Form Letter	cook airtomic - SICC
phoeln	Form Letter	cornerstone group - SICC
whitaker	Form Letter	creative design - SICC
lee	Form Letter	creative products - SICC
risk	Form Letter	crestline realty - SICC
reames	Form Letter	crestline realty - SICC
Cristiani	Form Letter	dan cristiani excavating - SICC
Stenton	Form Letter	crown services - SiCC
Cooper	Form Letter	culpepper group - SICC
m	Form Letter	custom craftsman - SICC
m	Form Letter	dmlo - SICC
peterson	Form Letter	dmlo - SICC
fergason	Form Letter	dan van - SICC
dionne	Form Letter	dave dionne ins - SICC
	Form Letter	dawn food products - SICC

Last Name	Type Comment	Company
ott	Form Letter	dennis ott & co - SICC
poole	Form Letter	dearborn co convention - SICC
clayton	Form Letter	dearborn co convention - SICC
S	Form Letter	dearborn co convention - SiCC
Z	Form Letter	dti - SICC
davis	Form Letter	denny transpot - SICC
k	Form Letter	denny transport - SiCC
casey	Form Letter	denny transport - SICC
g	Form Letter	denny transpot - SICC
1	Form Letter	denny transport - SICC
bear	Form Letter	denny transport - SICC
denny	Form Letter	denny transpot - SICC
j	Form Letter	denny transport - SICC
jacbett	Form Letter	details - SICC
lewis	Form Letter	details - SICC
rippy	Form Letter	details - SICC
cox	Form Letter	details - SICC
pfau	Form Letter	details - SICC
lea	Form Letter	details - SICC
miller	Form Letter	develco properties - SICC
	Form Letter	dicount labels - SICC
lawrence	Form Letter	doctors eyecare - SICC
woodward	Form Letter	ea systems - SICC
cooks	Form Letter	ecs - SICC
	Form Letter	e & h electric - SICC
W	Form Letter	eagle env mgt - SICC
j	Form Letter	eagle env mgt - SICC
williams	Form Letter	eagle env mgt - SICC
bloom	Form Letter	eagle steel products - SICC
	Form Letter	eagle steel products - SICC
dustofson	Form Letter	eastern hights - SICC
	Form Letter	eastern heights - SICC
howards	Form Letter	eastside animal hospital - SICC
cain	Form Letter	edward vogt value - SICC

Last Name	Type Comment	Company
rush	Form Letter	elaine risk broker - SICC
oaks	Form Letter	elkins - SICC
race	Form Letter	rsm - SICC
geary	Form Letter	rsm - SICC
0	Form Letter	elkins - SICC
m	Form Letter	elkins - SICC
lee	Form Letter	elkins - SICC
kenneth	Form Letter	elkins - SICC
С	Form Letter	elkins - SICC
	Form Letter	elkins - SICC
S	Form Letter	elkins - SICC
wilkerson	Form Letter	elkins - SICC
norman	Form Letter	rsm - SICC
	Form Letter	rsm - SICC
b	Form Letter	elkins - SICC
b	Form Letter	elkins - SICC
whitson	Form Letter	elkins - SICC
	Form Letter	elkins - SICC
w	Form Letter	elkins - SICC
1	Form Letter	elkins - SICC
w	Form Letter	elkins - SICC
gorle	Form Letter	elkins - SICC
ruzanka	Form Letter	elkins - SICC
	Form Letter	elkins - SICC
j	Form Letter	elkins - SICC
е	Form Letter	elkins - SICC
h	Form Letter	elkins - SICC
h	Form Letter	elkins - SICC
	Form Letter	elkins - SICC
amdrck	Form Letter	elkins - SICC
koeur	Form Letter	employment plus - SICC
С	Form Letter	essroc - SICC
m	Form Letter	essroc - SICC
elmore	Form Letter	excel tool - SICC

Last Name	Type Comment	Company
g	Form Letter	falls cities - SICC
w	Form Letter	family care chiropratic - SICC
dobson	Form Letter	family health ctr - SICC
wilkerson	Form Letter	family health ctr - SICC
	Form Letter	far point - SICC
jones	Form Letter	fifth third bank - SICC
	Form Letter	fire king international - SICC
walker	Form Letter	first baptist church - SICC
	Form Letter	first harrison bank - SICC
lewis	Form Letter	first savings bank - SICC
ohlmann	Form Letter	flow robotics - SICC
hanson	Form Letter	floyd memorial hospital - SICC
curl	Form Letter	floyd memorial hospital - SICC
dears	Form Letter	floyd memorial hospital - SICC
h	Form Letter	floyd memorial hospital - SICC
wells	Form Letter	floyd memorial hospital - SICC
garrison	Form Letter	floyd memorial hospital - SICC
	Form Letter	floyd memorial hospital - SICC
quillman	Form Letter	floyd memorial hospital - SICC
wells	Form Letter	floyd memorial hospital - SICC
	Form Letter	floyd memorial hospital - SICC
bolm	Form Letter	ford - SICC
smith	Form Letter	formal industries - SICC
johnson	Form Letter	frank h monroe - SICC
frazier	Form Letter	gaylor group - SICC
pfau	Form Letter	geo pfua-s sons co - SICC
	Form Letter	gov't marketing - SICC
	Form Letter	grant communications - SICC
	Form Letter	graphic ventures - SICC
balen	Form Letter	group 1 realty - SICC
gray	Form Letter	gray trucking - SICC
	Form Letter	guy rhodes ent inc - SICC
	Form Letter	haas cabine & co - SICC
hoban	Form Letter	hanover college - SICC

Last Name	Type Comment	Company
worthing	Form Letter	heads up pub - SICC
smith	Form Letter	heritage hardwoods - SICC
j	Form Letter	highland baptist - SICC
willy	Form Letter	highland baptist - SICC
huthand	Form Letter	hitachi - SICC
rowe	Form Letter	hitachi - SICC
beyl	Form Letter	hitachi - SICC
crady	Form Letter	hitachi - SICC
schotter	Form Letter	hitachi - SICC
	Form Letter	hitachi - SICC
	Form Letter	hitachi - SICC
hall	Form Letter	hitachi - SICC
r	Form Letter	hitachi - SICC
flanagan	Form Letter	hitachi - SICC
	Form Letter	hometown bank - SICC
hubbuch	Form Letter	hubbuch staffing - SiCC
sanders	Form Letter	huber tire - SICC
	Form Letter	huber wincey - SICC
england	Form Letter	hughes group - SICC
hughes	Form Letter	hughes group - SICC
bradford	Form Letter	hughes group - SICC
huse	Form Letter	iq copies - SICC
richards	Form Letter	iu southeast - SICC
durbin	Form Letter	ideal wood products - SICC
С	Form Letter	ideas unlimited - SICC
white	Form Letter	independence bank - SICC
raper	Form Letter	indian oaks - SICC
	Form Letter	in american water - SICC
berry	Form Letter	in american water - SICC
bierly	Form Letter	in american water - SICC
d	Form Letter	in american water - SICC
deark	Form Letter	in american water - SICC
dent	Form Letter	in american water - SICC
gadd	Form Letter	in american water - SICC

Last Name	Type Comment	Company
j	Form Letter	in american water - SICC
laduke	Form Letter	in american water - SiCC
maystur	Form Letter	in american water - SICC
d	Form Letter	in american water - SICC
р	Form Letter	in american water - SICC
р	Form Letter	in american water - SICC
r	Form Letter	in american water - SICC
s	Form Letter	in american water - SICC
stewart	Form Letter	in american water - SICC
	Form Letter	in american water - SICC
stewart	Form Letter	in american water - SICC
huss	Form Letter	in american water - SICC
S	Form Letter	infinite solutions - SICC
heck	Form Letter	international union - SICC
joyce	Form Letter	int 65 truck sales - SICC
french	Form Letter	int 65 truck sales - SICC
french	Form Letter	int 65 truck sales - SICC
wycoff	Form Letter	int 65 truck sales - SICC
joyce	Form Letter	int 65 truck sales - SICC
clampitt	Form Letter	ivy tech - SICC
begley	Form Letter	ivy tech - SICC
handy	Form Letter	ivy tech - SiCC
peyton	Form Letter	iron works - SICC
S	Form Letter	jc sherman - SICC
beal	Form Letter	j o endris & son - SICC
caesan	Form Letter	j o endris & son - SICC
caeser	Form Letter	j o endris & son - SICC
mullins	Form Letter	j o endris & son - SICC
werle	Form Letter	jw advertising - SICC
haywood	Form Letter	jack haywood/pro - SICC
bach	Form Letter	jefferson community college - SICC
рорр	Form Letter	jeff twp trustee - SICC
f	Form Letter	jeffersonville breakfast optimist - SICC
ballew	Form Letter	jesse ballew enterprises - SICC

Last Name	Type Comment	Company
pulley	Form Letter	jesse ballew enterprises - SICC
1	Form Letter	jesse ballew enterprises - SICC
ratcliff	Form Letter	john-kenyon eye center - SICC
stearley	Form Letter	kd stearley publications - SICC
stemler	Form Letter	kim stemler co - SiCC
	Form Letter	k & t inc - SICC
coe	Form Letter	kellems & coe tool - SICC
kelly	Form Letter	kelly dental - SICC
guilford	Form Letter	kelly dental - SICC
malley	Form Letter	kentuckiana mack sales - SICC
	Form Letter	kia of clarksville - SICC
willin	Form Letter	kightlinger - SICC
becht	Form Letter	kightlinger - SICC
dooley	Form Letter	kightlinger - SICC
garland	Form Letter	kightlinger - SICC
dietz	Form Letter	kightlinger - SICC
wetzel	Form Letter	kightlinger - SiCC
white	Form Letter	kightlinger - SICC
day	Form Letter	kightlinger - SICC
hunt	Form Letter	koetter const - SICC
	Form Letter	koetter const - SICC
watts	Form Letter	koetter const - SICC
	Form Letter	koetter const - SICC
koetter	Form Letter	koetter const - SICC
koetter	Form Letter	koetter const - SICC
koetter	Form Letter	koetter const - SICC
hughes	Form Letter	koetter const - SICC
koetter	Form Letter	koetter const - SICC
	Form Letter	koetter const - SICC
jones	Form Letter	koetter const - SICC
koetter	Form Letter	koetter const - SICC
koetter	Form Letter	koetter const - SICC
kramer	Form Letter	kramer assoc - SICC
kramer	Form Letter	kramer assoc - SICC

Last Name	Type Comment	Company
hoehn	Form Letter	kye's - SICC
hoehn	Form Letter	kye's - SICC
ludden	Form Letter	I thorn company - SICC
lander	Form Letter	land - mill developers - SICC
	Form Letter	laughlin miller arch - SICC
	Form Letter	life america - SICC
р	Form Letter	lincoln hills health center - SICC
dickers	Form Letter	lincoln hills health center - SICC
	Form Letter	liters inc - SICC
	Form Letter	liters inc - SICC
snow	Form Letter	liters inc - SICC
	Form Letter	liters inc - SICC
cole	Form Letter	liters inc - SICC
getz	Form Letter	liters inc - SICC
arnold	Form Letter	longworth heath care - SICC
platt	Form Letter	lorch & naville - SICC
ashley	Form Letter	louisville veneer corp - SICC
moore	Form Letter	mkm machine tool co - SICC
	Form Letter	mtc-I inc - SICC
s	Form Letter	madison chamber of commerce - SiCC
	Form Letter	madison area chamber - SICC
lohorn	Form Letter	madison industrial corp - SICC
bruner	Form Letter	madison rotary club - SICC
	Form Letter	madison vision clinic - SICC
vallence	Form Letter	mail boxes etc - SiCC
а	Form Letter	mail boxes etc - SiCC
gibson	Form Letter	monpower - SICC
biangrt	Form Letter	marine industries - SICC
W	Form Letter	mary kay global sales - SICC
m	Form Letter	mathes - SICC
h	Form Letter	mcsi - SICC
	Form Letter	mcsi - SICC
	Form Letter	mcsi - SICC
b	Form Letter	mcsi - SICC

Last Name	Type Comment	Company
penner	Form Letter	mcsi - SICC
bradford	Form Letter	mcsi - SICC
cobb	Form Letter	mcsi - SICC
barnes	Form Letter	mcsi - SICC
valport	Form Letter	mcsi - SICC
greek	Form Letter	mcsi - SICC
way	Form Letter	mcsi - SICC
b	Form Letter	mcsi - SICC
prall	Form Letter	mcsi - SICC
arrukee	Form Letter	mcsi - SICC
murray	Form Letter	mcsi - SICC
roth	Form Letter	mcsi - SICC
С	Form Letter	mcsi - SICC
	Form Letter	mcsi - SICC
а	Form Letter	mcsi - SICC
	Form Letter	mcsi - SICC
	Form Letter	mcsi - SiCC
harris	Form Letter	mcsi - SICC
	Form Letter	mcsi - SICC
raney	Form Letter	mcsi - SICC
thomas	Form Letter	mcsi - SICC
blackenbaker	Form Letter	mcsi - SICC
hydon	Form Letter	mcsi - SICC
	Form Letter	mcsi - SICC
moreland	Form Letter	mcsi - SICC
denny	Form Letter	mcsi - SICC
hensley	Form Letter	mcsi - SICC
everet	Form Letter	mcsi - SICC
ross	Form Letter	mcsi - SICC
keith	Form Letter	mcsi - SICC
glatzbach	Form Letter	mcsi - SICC
risk	Form Letter	mcsi - SICC
robinson	Form Letter	mcsi - SICC
	Form Letter	mcsi - SICC

hanger Form Letter mcsi - SICC mullins Form Letter mcsi - SICC c Form Letter mcsi - SICC very Form Letter mcsi - SICC sims Form Letter mcsi - SICC fishback Form Letter mcsi - SICC shaw Form Letter mcsi - SICC johnson Form Letter mcsi - SICC gadden Form Letter mcsi - SICC gadden Form Letter mcsi - SICC grabe Form Letter mcsi - SICC	Last Name	Type Comment	Company
c Form Letter mcsi - SICC very Form Letter mcsi - SICC sims Form Letter mcsi - SICC fishback Form Letter mcsi - SICC shaw Form Letter mcsi - SICC johnson Form Letter mcsi - SICC gadden Form Letter mcsi - SICC dean Form Letter mcsi - SICC	hanger	Form Letter	mcsi - SICC
veryForm Lettermcsi -SICCsimsForm Lettermcsi - SICCfishbackForm Lettermcsi - SICCshawForm Lettermcsi - SICCjohnsonForm Lettermcsi - SICCForm Lettermcsi - SICCgaddenForm Lettermcsi - SICCdeanForm Lettermcsi - SICC	mullins	Form Letter	mcsi - SICC
sims Form Letter mcsi - SICC fishback Form Letter mcsi - SICC shaw Form Letter mcsi - SICC johnson Form Letter mcsi - SICC Form Letter mcsi - SICC gadden Form Letter mcsi - SICC dean Form Letter mcsi - SICC	С	Form Letter	mcsi - SICC
fishback Form Letter mcsi - SICC shaw Form Letter mcsi - SICC johnson Form Letter mcsi - SICC Form Letter mcsi - SICC gadden Form Letter mcsi - SICC dean Form Letter mcsi - SICC	very	Form Letter	mcsi -SICC
shaw Form Letter mcsi - SICC johnson Form Letter mcsi - SICC Form Letter mcsi - SICC gadden Form Letter mcsi - SICC dean Form Letter mcsi - SICC	sims	Form Letter	mcsi - SICC
johnson Form Letter mcsi - SICC Form Letter mcsi - SICC gadden Form Letter mcsi - SICC dean Form Letter mcsi - SICC	fishback	Form Letter	mcsi - SICC
Form Letter mcsi - SICC gadden Form Letter mcsi - SICC dean Form Letter mcsi - SICC	shaw	Form Letter	mcsi - SICC
gadden Form Letter mcsi - SICC dean Form Letter mcsi - SICC	johnson	Form Letter	mcsi - SICC
dean Form Letter mcsi - SICC		Form Letter	mcsi - SICC
	gadden	Form Letter	mcsi - SICC
grabe Form Letter mcsi - SICC	dean	Form Letter	mcsi - SICC
	grabe	Form Letter	mcsi - SICC
warfofd Form Letter mcsi - SICC	warfofd	Form Letter	mcsi - SICC
ramsey Form Letter mcsi - SICC	ramsey	Form Letter	mcsi - SICC
clark Form Letter mcsi - SICC	clark	Form Letter	mcsi - SICC
merchant Form Letter mcsi - SICC	merchant	Form Letter	mcsi - SICC
wellram Form Letter mcsi - SICC	wellram	Form Letter	mcsi - SICC
hoffman Form Letter mcsi - SICC	hoffman	Form Letter	mcsi - SICC
obertate Form Letter mcsi - SiCC	obertate	Form Letter	mcsi - SiCC
reis Form Letter mcsi -SICC	reis	Form Letter	mcsi -SICC
myers Form Letter mcsi - SICC	myers	Form Letter	mcsi - SICC
hinkle Form Letter mcsi - SICC	hinkle	Form Letter	mcsi - SICC
reads Form Letter mcsi - SICC	reads	Form Letter	mcsi - SICC
shaw Form Letter mcsi - SICC	shaw	Form Letter	mcsi - SICC
leffler Form Letter mcsi - SICC	leffler	Form Letter	mcsi - SICC
tipton Form Letter mcsi - SICC	tipton	Form Letter	mcsi - SICC
jackson Form Letter mcsi - SICC	jackson	Form Letter	mcsi - SICC
Form Letter mcsi - SICC		Form Letter	mcsi - SICC
todd Form Letter mcsi -SICC	todd	Form Letter	mcsi -SICC
page Form Letter mcsi - SICC	page	Form Letter	mcsi - SICC
moore Form Letter mcsi -SICC	moore	Form Letter	mcsi -SICC
griff Form Letter mcsi - SICC	griff	Form Letter	mcsi - SICC
johnson Form Letter mcsi - SICC	johnson	Form Letter	mcsi - SICC
redden Form Letter paul semonin - SICC	redden	Form Letter	paul semonin - SICC

Last Name	Type Comment	Company
ladde	Form Letter	paul semonin - SICC
windett	Form Letter	paul semonin - SICC
page	Form Letter	paul semonin - SICC
porter	Form Letter	paul semonin - SICC
dahl	Form Letter	paul semonin - SICC
pearl	Form Letter	pearl const - SICC
burns	Form Letter	personal travel - SiCC
duncan	Form Letter	philip duncan & assoc - SICC
s	Form Letter	pirtle photo - SiCC
richardson	Form Letter	planet telecom - SICC
wooley	Form Letter	pillsburt general mills - SICC
medley	Form Letter	pleasant ridge baptist - SICC
bowyer	Form Letter	pleasant ridge baptist - SICC
kustanbauter	Form Letter	power ministries - SiCC
morris	Form Letter	precision auto - SICC
young	Form Letter	precision auto - SICC
lavey	Form Letter	precision auto - SICC
dismang	Form Letter	precision auto - SICC
bowyer	Form Letter	precision auto - SICC
m	Form Letter	precision auto - SICC
hoffman	Form Letter	precision auto - SiCC
h	Form Letter	precision auto - SICC
g	Form Letter	precision auto - SiCC
jones	Form Letter	precision auto - SICC
fischer	Form Letter	precision auto - SICC
S	Form Letter	precision auto - SiCC
dorah	Form Letter	precision auto - SICC
daily	Form Letter	precision auto - SiCC
warman	Form Letter	precision auto - SiCC
cady	Form Letter	precision auto - SiCC
huffmon	Form Letter	precision auto - SICC
	Form Letter	prenice dondog - SICC
	Form Letter	pre-paid legal srvices - SICC
b	Form Letter	pro media - SICC

Last Name	Type Comment	Company
	Form Letter	pro media - SICC
m	Form Letter	prudential financial - SICC
calloway	Form Letter	pyke - calloway funeral services - SICC
	Form Letter	rmsi - SICC
	Form Letter	r/t - SICC
	Form Letter	ramada suites - SICC
williams	Form Letter	rauch - SICC
isaac	Form Letter	rauch - SICC
wells	Form Letter	rauch - SICC
crawford	Form Letter	rauch - SICC
thorpe	Form Letter	rauch - SICC
haines	Form Letter	rauch - SICC
greener	Form Letter	rauch - SICC
marcum	Form Letter	rauch - SICC
hicks	Form Letter	rauch - SICC
humphry	Form Letter	rauch - SiCC
	Form Letter	rauch - SICC
phillips	Form Letter	rauch - SiCC
	Form Letter	rauch - SICC
dunham	Form Letter	rauch - SICC
brown	Form Letter	rauch - SiCC
razor	Form Letter	regional youth srvices - SICC
robertson	Form Letter	rel max professionals- SICC
hardin	Form Letter	rel max professionals - SICC
marty	Form Letter	rel max professionals - SICC
mills	Form Letter	regional bank - SICC
rodmaker	Form Letter	regional bank - SICC
rogers	Form Letter	regional bank - SICC
s	Form Letter	regional bank - SICC
b	Form Letter	regional bank - SICC
buzz	Form Letter	regional bank - SiCC
mcmonigle	Form Letter	regional bank - SICC
midkiff	Form Letter	regional bank - SICC
burns	Form Letter	regional bank - SiCC

Last Name	Type Comment	Company
burrow	Form Letter	regional bank - SICC
matchony	Form Letter	regional bank - SICC
baker	Form Letter	regional bank - SICC
welch	Form Letter	regional bank - SICC
zollman	Form Letter	regional bank - SICC
bauer	Form Letter	regional bank - SICC
nalley	Form Letter	regional bank - SiCC
V	Form Letter	regional bank - SICC
d	Form Letter	regional bank - SICC
didat	Form Letter	regional bank - SICC
b	Form Letter	regional bank - SICC
browne	Form Letter	regional bank - SICC
hohn	Form Letter	regional bank - SICC
r	Form Letter	resihan const - SICC
koputz	Form Letter	rhodes - SICC
	Form Letter	ricke & assoc - SICC
aheine	Form Letter	ricke & assoc - SiCC
fischer	Form Letter	ricke & assoc - SICC
ricke	Form Letter	ricke & assoc - SiCC
true	Form Letter	tiverston truckers - SiCC
leathers	Form Letter	roll forming corp - SICC
	Form Letter	rose acre farms - SICC
koetter	Form Letter	sisc - SICC
wallner	Form Letter	s&j precision - SICC
gregory	Form Letter	s&r truck tire - SICC
С	Form Letter	s&r truck tire - SICC
S	Form Letter	s&r truck tire - SICC
С	Form Letter	sazemour health - SICC
wood	Form Letter	sampan screenprint - SICC
cook	Form Letter	santica - SICC
S	Form Letter	scan steel - SICC
strange	Form Letter	scan steel - SICC
rud	Form Letter	scan steel - SICC
geangier	Form Letter	scan steel - SICC

Last Name	Type Comment	Company
S	Form Letter	scan steel - SiCC
schimpff	Form Letter	schimpff's confectimery - SICC
schimpff	Form Letter	schimpff's confectionary - SICC
demith	Form Letter	schneider advertising - SICC
V	Form Letter	schuler bauer - SICC
rasmusseu	Form Letter	schuler bauer - SICC
mayfield	Form Letter	schuler bauer - SICC
b	Form Letter	schuler bauer - SICC
bilds	Form Letter	schuler bauer - SICC
s	Form Letter	schuler bauer - SICC
stein	Form Letter	schuler bauer - SICC
s	Form Letter	schuler bauer - SICC
schlaner	Form Letter	schuler bauer - SICC
hilleya	Form Letter	schuler bauer - SICC
brady	Form Letter	schuler bauer - SICC
blunk	Form Letter	schuler bauer - SICC
S	Form Letter	schuler bauer - SICC
S	Form Letter	schuler bauer - SICC
bellen	Form Letter	schuler bauer - SICC
beldan	Form Letter	schuler bauer - SICC
mayfield	Form Letter	schuler bauer - SICC
hines	Form Letter	schuler bauer - SICC
harper	Form Letter	schuler bauer - SICC
biej	Form Letter	schuler bauer - SICC
coffman	Form Letter	schuler bauer - SICC
mann	Form Letter	schuler bauer - SICC
schuler	Form Letter	schuler bauer - SICC
johnson	Form Letter	schuler bauer - SICC
boone	Form Letter	schuler bauer - SiCC
adams	Form Letter	schuler bauer - SICC
bauer	Form Letter	schuler bauer - SICC
stein	Form Letter	schuler bauer - SICC
cox	Form Letter	schuler bauer - SICC
gill	Form Letter	schuler bauer - SICC

Last Name	Type Comment	Company
sanders	Form Letter	schuler bauer - SICC
bauer	Form Letter	schuler bauer - SICC
brumlery	Form Letter	schuler bauer - SICC
missi	Form Letter	schuler bauer - SICC
taylor	Form Letter	schuler bauer - SICC
hublen	Form Letter	schuler bauer - SICC
adams	Form Letter	schuler bauer - SICC
pence	Form Letter	schuler bauer - SICC
king	Form Letter	schuler bauer - SICC
dupont	Form Letter	schuler bauer - SICC
rojon	Form Letter	schuler bauer - SICC
young	Form Letter	schuler bauer - SICC
wirth	Form Letter	scott co econ dev - SICC
t	Form Letter	shapheral's heart - SICC
rush	Form Letter	sellersburg stone co - SICC
well	Form Letter	sil gas - SICC
	Form Letter	slones - SICC
	Form Letter	slones - SICC
S	Form Letter	slones - SICC
mangonello	Form Letter	slones - SICC
biug	Form Letter	slones - SICC
fox	Form Letter	slones - SICC
n	Form Letter	slones - SICC
brown	Form Letter	slones - SICC
happins	Form Letter	slones - SICC
	Form Letter	slones - SICC
	Form Letter	slones - SICC
scott	Form Letter	slones - SICC
barnett	Form Letter	slones - SICC
mark	Form Letter	slones - SICC
edwards	Form Letter	slones - SICC
s	Form Letter	slones - SICC
С	Form Letter	slones - SICC
h	Form Letter	slones - SICC

Last Name	Type Comment	Company
hum	Form Letter	slones - SICC
frye	Form Letter	slones - SICC
n	Form Letter	slones - SICC
miller	Form Letter	slones - SICC
jones	Form Letter	slones - SICC
С	Form Letter	slones - SICC
walden	Form Letter	slones - SICC
m	Form Letter	slones - SICC
emge	Form Letter	slones - SICC
nale	Form Letter	slones - SICC
magui	Form Letter	slanes - SICC
gordon	Form Letter	slones - SICC
hall	Form Letter	slines - SICC
turney	Form Letter	slones - SICC
b	Form Letter	slones - SICC
collins	Form Letter	slones - SICC
slone	Form Letter	slones - SICC
С	Form Letter	slones - SICC
smith	Form Letter	smith, barlett, heeke, carpenter & thompson - SICC
missi	Form Letter	smith & missi properties - SICC
cunningham	Form Letter	sonaco - SICC
brandenburg	Form Letter	southern home care - SICC
ragland	Form Letter	southern in econ dev - SICC
faith	Form Letter	southeastern baptist assoc - SICC
faith	Form Letter	southeastern baptist assoc - SICC
m	Form Letter	southeastern baptist assoc - SICC
sizemore	Form Letter	southeastern baptist assoc - SICC
allen	Form Letter	southeastern baptist assoc - SICC
bailey	Form Letter	southeastern baptist assoc -SICC
mckulick	Form Letter	southern seven workforce - SICC
spencer	Form Letter	spencer machine & tool co - SICC
S	Form Letter	star electric - SICC
	Form Letter	state farm - SICC
johnson	Form Letter	state farm - SICC

Last Name	Type Comment	Company
crell	Form Letter	state farm - SICC
miller	Form Letter	state farm - SICC
rippy	Form Letter	state farm - SICC
hess	Form Letter	state farm - SICC
stemler	Form Letter	stemler plmbing - SICC
W	Form Letter	stemwood corp - SICC
vidra	Form Letter	stites and harbison - SICC
	Form Letter	stock yards bank - SICC
	Form Letter	stock yards bank - SICC
	Form Letter	storybrook homes - SICC
	Form Letter	supercoups - SICC
banet	Form Letter	septens desighn - SICC
	Form Letter	technidyne corp - SICC
french	Form Letter	the depaul school - SICC
lindley	Form Letter	the evening news - SICC
ploss	Form Letter	the healthy alternative - SICC
stallings	Form Letter	law - gary d miller - SICC
miller	Form Letter	law - gary d miller - SICC
coombs	Form Letter	law - gary d miller - SICC
	Form Letter	law - gary d miller - SICC
cotner	Form Letter	law - gary d miller - SICC
е	Form Letter	the marketing co - SICC
hoehn	Form Letter	the ohio greenway dev - SICC
k	Form Letter	the paris group - SICC
duffey	Form Letter	the paris group - SICC
boyd	Form Letter	the young group - SICC
thieneman	Form Letter	thieneman realty - SICC
zeon	Form Letter	today's woman magazine - SICC
wolfe	Form Letter	towneplace suites - SICC
craig	Form Letter	trash force member - SICC
hook	Form Letter	tri tek - SICC
mccarten	Form Letter	tri-mac business farms - SICC
wilson	Form Letter	21st century scholars - SICC
raglan	Form Letter	21st century scholars - SICC

Last Name	Type Comment	Company
waltz	Form Letter	21st century scholors - SICC
doherty	Form Letter	21st century scholars - SICC
smith	Form Letter	21st century scholoars - SICC
zool	Form Letter	uhl truck sales - SICC
givens	Form Letter	united mortgage co - SICC
peg	Form Letter	usps - SICC
vissing	Form Letter	vissing - SICC
grayson	Form Letter	vissing - SICC
faith	Form Letter	voica stream - SICC
voss	Form Letter	voss clark - SICC
	Form Letter	wm&c - SICC
С	Form Letter	wal mart district - SICC
davis	Form Letter	waller equity - SICC
р	Form Letter	walker petsitting - SICC
garrett	Form Letter	waller equity - SICC
ward	Form Letter	ward, tyler, & scott attys - SICC
I	Form Letter	waste management - SICC
moore	Form Letter	webota - SICC
r	Form Letter	wellington green manuf - SICC
johnson	Form Letter	wesley enterprises - SICC
banet	Form Letter	west clark community schools - SICC
sherlin	Form Letter	westminster village - SICC
j	Form Letter	westmister village - SICC
branham	Form Letter	wilson education center - SICC
risk	Form Letter	wilson education center - SICC
rose	Form Letter	wilson education center - SICC
endris	Form Letter	wilson education center - SICC
fischer	Form Letter	wilson education center - SICC
r	Form Letter	wilson education center - SICC
clover	Form Letter	wilson education center - SICC
mullins	Form Letter	wilson education center - SICC
cake	Form Letter	wilson education center - SICC
	Form Letter	wooded glen - SICC
g	Form Letter	wooded glen - SICC

Last Name	Type Comment	Company
edmundson	Form Letter	wyandot - SICC
m	Form Letter	young, lin, endres & kraft - SICC
	Form Letter	your pampered pet - SICC
fautz	Form Letter	zynamie group - SICC
Myer	Form Letter	3K Machinery - SICC